



messing about in BOATS

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Our Next Issue...

Has lots of possibilities. There'll be reports on the Race of Truth at Christmas Cove, ME; the Mystic Schooner Race; Dick Wheeler's 100 mile kayak paddle-a-thon for the U.S.S. CONSTITUTION MUSEUM; tryout of the DEUCE, Jay Oker's "plank-on-edge" old timey English cutter. Wes Farmer returns to our pages with KATUSHA, a 19' tabloid cruiser from the 1930's. There'll be a visit with Bill Clements, boatbuilder. Gail Ferris talks about setting up for winter kayaking. If ALERION gets launched at the Landing Boat Shop, we'll be there. Other items include details on a sliding seat shell kit and on the joys of building your own kayak. The series on building SKIP, a 1901 skipjack, will continue. And we'll start a new directory of clubs and organizations you can join for furthering your own messing about in boats.

On the Cover...

We missed the big steamboat meet at Lee's Mills this fall, but did get to a smaller one over in Hinsdale, NH, on the Connecticut River. Full story in this issue.

How About Kit Boats?

I belong to a rather informally organized small boat club here on the Massachusetts north shore that meets one evening a month, September through June, at Salem's Peabody Museum to enjoy programs related to messing about in boats. We have films, slides, speakers, demonstrations. This fall we began our sixth year and 75 members turned out to watch Fred Shell put together one of his kit boats.

Fred came all the way down from St. Albans, VT, at our invitation, to show us how he does it. Fred has designed a series of small boats that go together in the glued lapstrake technique from plywood and epoxy. He offers them in kit form or as complete boats, at very reasonable prices. For purposes of our meeting, Fred brought his smallest boat, the 8' MERRILEE, a sailing dinghy with three laps to a side. He completely dry assembled the hull, including centerboard trunk, thwarts, foredeck and rub-rails, in about an hour while talking about it all and answering questions as he went. From a pile of pre-cut, pre-drilled parts in two cartons.

Watching our group, I could see how the amazement at this speed and ease of assembly was tempered in some cases by dismay. It is supposed to take time to build a good wooden boat, it isn't supposed to be an evening's work. Well, of course, Fred's had lots of experience at putting his boats together, but with the kit setup his supplies, anyone with any sort of handiness with screwdriver, hammer and nails, could easily assemble one of his boats. Fred did not, of course, glue the laps, as he had to take it all apart again and put it back into its cartons at the end of the program.

Several firms are offering this sort of kit, one which has not only got all the bits and pieces all pre-cut, but often predrilled for fastening for gluing. In some cases, the kits are pre-assembled before leaving the supplier to assure all is well, then taken apart and packaged for shipment. While those who prefer to dream of building a boat the long, hard way find this instant sort of thing (even more "instant" than working from such as Dynamite Payson's Instant Boat Plans) distasteful, understandably so given their objectives for doing it, it is certainly a way to attract people with a yen for "building a boat" to take a crack at it.

If one cannot go to boatbuilding school or even to evening classes held here and there, and doing

it from scratch from a book or plans seems intimidating, the kit is the answer. Providing it is a worthwhile boat when done. Fred's little boats have Nordic looking style, though he has designed them empirically by going ahead and building what he thinks he wants. The little 8' MERRILEE with its triple chines was close to being a round bottom design, and sitting there on its simple 2x4 building jig, it was rather attractive dry assembled. It was not expensive, but it was not cheap in concept and materials.

The Wayfarer 16' sailboat is a larger, more complex kit which provides one with a finished boat that has endured all sorts of tough going. It's British proponents have sailed one from Scotland to Iceland, and also to Norway, over open seas. While this kit is up in the \$3,000 numbers, it's a really substantial boat of proven performance and quality. The Wayland Marine folks in British Columbia sell this one in North America. Maybe after one of Fred's \$350-\$600 kits turns out okay, you'd be ready to tackle a Wayfarer.

Another kit I saw at Newport this August was the Mackinac Boat Kits MOLLY BROWN, a 16' sharpie style boat kit for about \$1,300 complete. Here's one that gets completely dry assembled before shipment, all you do is re-assemble it with epoxy glue. It looks promising.

One kit that seemed a bit of overkill to me was a "Friendship Sloop" kit from Canada, about a 16' mini-sloop with Friendship appearance, if not actual scale or dimension. This one, claimed to have been computer generated, comes in over \$6,000 and now you're getting up there for a kit. There's a limit here somewhere. For \$6,000 you can get a real traditional small boat built to order.

The idea of kits that is most appealing to me is that of it being an introduction to wooden boat building. If you like your kit boat and that's as far as it goes, you're ahead. If you're encouraged from it to go on to maybe building from an "instant" boat plan, or from a simple traditional type of plan, you're further ahead. With each effort comes greater confidence for plunging into building that dream boat you've always wanted. Going in so deep too soon can discourage one. A kit makes it easy and inexpensive to find out if building wooden boats is really something you can enjoy and afford.

BOATS:

You concluded your editorial in your Wooden Boat Show issue by suggesting that the success of WOODEN BOAT magazine is proof that there are a lot of wooden boat enthusiasts out there. I'm beginning to suspect that this success may be contributing to a decline of enthusiasm for wooden boats.

To the extent that there ever was a "revival" of interest in wooden boats, as opposed to a simple calling of attention to the fact that there has always been a small fringe of the general boating public that has bought, or built, and used wooden boats, I think this phenomenon has been very much exaggerated, most particularly by WOODEN BOAT itself. This goes on in spite of the legions of disappointed would-be boatbuilders who appeared (and subsequently disappeared) to serve a market that seemed not to be there.

We see this parade of true believers in the sacred icon of the wooden boat who have cobbled together pretty decent boats and then got the idea that they would like to build one for YOU at only \$28 per hour. In the same issue as your editorial, you mentioned the guy who wanted to get into the business building a 19' dory with a selling price of \$7,500. Seventy-five hundred bucks for a DORY! Hey, recently you had a classified ad for a 17' dory built by Pete Culler HIMSELF and the seller was asking only \$5,000 for it. Talk about sacred icons, I nearly borrowed against my unmortgaged home to buy that one. But who is this new guy? I suspect Culler would be as horrified as I at that asking price for a dory, beautifully built, notwithstanding.

Compare in this same issue, this number with an ad for an 18' sharpie, "with trailer, pram, all sails, compass, etc." offered at \$3,000. Tell me who's doing the most between these two to maintain enthusiasm for wooden boats.

This is what I think is going wrong with the Wooden Boat Show. The grass roots wooden boat users and builders (as opposed to the yachtsmen) are being squeezed out. Financially by the cost of renting the space, transporting their work to and from the Show, lost revenue from being away from the shop, and philosophically by the notion that, if you cannot build to the standards of Chip Stulen or Vic Carpenter, well, you really had not ought to be there. The established builders like Walt Simmons, for example, don't have to be there, they're established with good businesses and the orders keep coming in. So who does show up to display their wares? The Chip Stulens with their dream boats for the well-to-do, buffed and burnished to as close to flawless as can be imagined. And the newly enthused

Op~Ed Page

This column exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy (you only need to say it once) with your views unabridged. No follow-up rebuttals will be made by me.

who cannot understand why folks are not lining up to order a \$7,500 dory.

What has been bugging me for some time is how WOODEN BOAT magazine has seemed to have been redefining wooden boats from sensible, potentially economical craft suitable for building by amateur or professional, vessels for having a hell of a good time on the water with, into costly icons constructed by craftsmen to a high degree of perfection. These boats most of us can only worship from afar. It's not that I feel that Jon Wilson has gone down a wrong road so much as it's seeming to be that this is being presented as the ONLY road.

I'm certainly a wooden boat enthusiast. I've got the boat, the library and the bored friends to prove it. I respect and admire craftsmanship in all fields of woodworking. I am not, however, a master craftsman, carpenter or boatbuilder. Nevertheless, I have built myself a reasonably attractive, serviceable and workmanlike wooden house, and a delightfully serviceable, though less workmanlike, wooden boat. Both perform their functions acceptably, but the house would never make it into FINE HOMEBUILDING and the boat would certainly never make it into WOODEN BOAT. I became, incidentally, a subscriber to WOODEN BOAT after I had built my boat and become infected with this enthusiasm. About the time I begin to think WOODEN BOAT is irrelevant to my interests, along comes an article by Payson or McIntosh that clarifies some arcane aspect of the craft rather than obscuring it; or shows how a good looking sharpie can be built on a budget. So I relent and renew.

So who turns out to see these displays of costly dream boats at the Wooden Boat Show? Not the really rich, they're too busy. Most of them are not into wooden craft anyway. They'll not be enough to support the costly sort of Show that is hosted by the Newport Yachting Center. The rest of the wooden boat enthusiasts, the guys who like the nostalgia and romance of traditional boats, the guys who use, maintain

and build their own wooden boats because it can be practical and affordable while they develop their skills to higher levels, the guys who just don't have the money to spend on a precious wooden jewel, what's in the Show for them? A display of unaffordable wooden icons!

The year I made it from Canada to the Wooden Boat Show (1983) there was more for everyone. I enjoyed seeing Chip Stulen's precious \$20,000, 18 footer and the Sanford's ALERION and a couple of other gold platers. But there was also the Apprenticeshop's Hampton boat, my personal Show favorite. There were other well-built, plainly finished skiffs and sharpies, tenders in which you could imagine hauling groceries, spilled soda pop and a wet dog, and much more in between. My impression now, based on the last couple of years' reports, is that there is less and less of something for everybody. The bottom end boats are going, being displaced by the offerings aimed at high dollar buyers.

So, what to do? I think you suggested a possible answer when you referred to the Wooden Boat Festival in Seattle, "A grass roots wooden boat effort without the financial imperative that faces the Newport Yachting Center". By whose decree are we, "locked in with the Newport arrangement"? Who says there can't be another (or replacement even) event, a wooden boat festival, perhaps one at which professional builders could be invited to come and display their work at no cost for the space. Where amateur builders and aspiring professionals might be encouraged to display their handiwork. Where the grass roots enthusiasts can make their wishes known and see affordable dreams on display along with the unaffordable fantasies. I feel that as long as the present Wooden Boat Show is dominated by the financial considerations of the Newport Yachting Center (admittedly a costly locale) the Show will continue on its present course until its appeal is reduced to so few enthusiasts that it will be dropped.

So, back to WOODEN BOAT magazine. How about them sponsoring a gathering where the grass roots wooden boat folks can make their wishes, attitudes and opinions known? Let them put some of their resources behind this enthusiasm they say is out there. Maybe their people would learn quite a bit from a weekend hobnobbing with people who build wooden boats from shop spruce and housenails, people who invest tens of dollars, not tens of thousands of dollars, in the dream. I think WOODEN BOAT has many such grass roots folks as subscribers.

E.J. Cassidy, Church Point, Nova Scotia.

Dick Mitchell's son was right about the Connecticut River down over the banking behind Dick's house in Hinsdale, NH. There weren't any boats out there on this rather pleasant, if cloudy, October Saturday afternoon. We went out over the railway embankment that cuts Dick's shore off from the main part of the River here, and sat on the rocks at water's edge awaiting the arrival of the steamboat flotilla. A half dozen steamers were on their way down to Dick's from the put-in up in Brattleboro, VT. About a 5 mile trip.

Across the River, here about a half-mile wide just above the Vernon dam, were the solidly wooded hills of Vermont. Only one sign of civilization across the water, a row of the modern hi-tension towers from the Yankee Nuclear powerplant over there around a bend, painted a pale blue-green, almost, but not quite, unnoticed against the greenery. The water was flat, hardly any breeze. The marsh grasses showed just a rustle now and then when a zephyr passed over. No motorboats, no noise, no nothing. Just water and grass and wooded shores and empty skies. A nice place.

First interruption of this silent vigil was a steam whistle toot, then several others, just the other side of the peninsula that shelters the cove we were in from the west. They were coming, and letting those who had gathered ashore at the Mitchell's know this. There was to be a cookout and gam about steam, for sure, and an overnight stay, with further steaming planned for Sunday morning before it was time to go back to Brattleboro and load up on the trailers for home.

Then the first boat rounded the point, WAHKEENA, George and Mary Reitze's Elliot Bay boat, built from a kit, the biggest in today's fleet. Soon others appeared and the flotilla headed up the cove towards the stone arch beneath the railroad embankment leading into Mitchell's superbly protected little anchorage. Dick used to keep his boat here for years, it's been about ten now, though, since he's had a steamboat. His son, who told us so much about the advantages of this big "lake", about 30 miles long, made in the Connecticut River by the Vernon dam, grew up here in steamboating with his dad. He said Dick built the house on that patch of property because of its location for his steamboating.

Well, the flotilla pretty much had arrived, but a couple of boats were still missing. In a while, EUREKA appeared, Will Weidner's Beckman hulled craft with his own home-built engine. EUREKA did a turn past the dock and then headed back out for further cruising. It didn't look as if the food was ready yet. Then AFRICAN STEAM arrived, last but not least. Dean and



Steamboats on the Connecticut

Virginia Allen's Carter Mann 20 footer is their third steamer. In just one year! "See what can happen when you go for a ride in one of these things," Dean announced. They first went for a steamboat ride last fall at Lee's Mills. One year ago. And now THREE steamboats. Well, one is under construction, another is an acquisition to steam while building the first, and this one was bought because it was too good a deal to pass up.

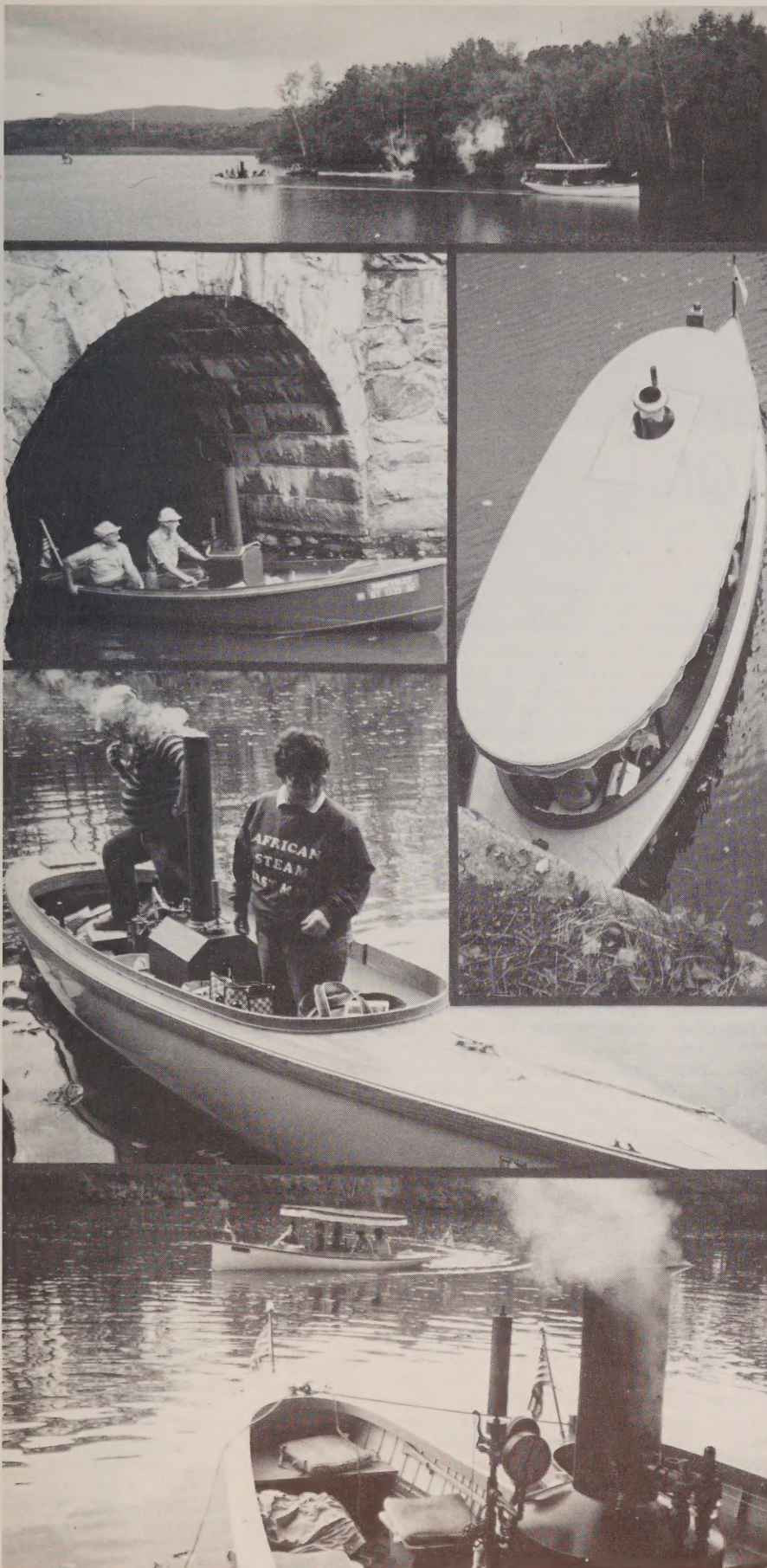
Roland Evans was there with LISA ANN, no canopy today. His big aluminum boat is still undergoing construction. Carl Kriegeskotte had his superbly finished, dainty little craft based on a Jim Thayer Whitehall hull, all gussied out this year with canopy and new boiler. And the name, CAPTAIN JAMES MC AVERY! Completing the flotilla were Everett Smith's PANETELET and Harry Card's OLIVER. But where was the organizer's boat? Jon Knickerbocker had brought his 1910 Fay & Bowen launch, now fitted with steam power, over from its customary place on nearby Spofford Lake, but the rudder cable had parted shortly after the put-in, so he'd moored it back there. "It's just too much to try to run a meet like this and also take along your own boat," Jon explained. No time to fix anything. None.

Dick Mitchell may not be steaming his own boat anymore, but he's hardly out of the game. "Seen my office?" he asked us. No, we hadn't, so into the house we went to the front room that serves as his office. More like a museum, was our reaction. Photos of steamers on the walls, a big 4 foot tugboat model with working steam engine on a table. Smaller models elsewhere. Filing cabinets full of photo albums and old catalogs and advertising flyers. Bits of steamboat gear as table top decor. Wall hung

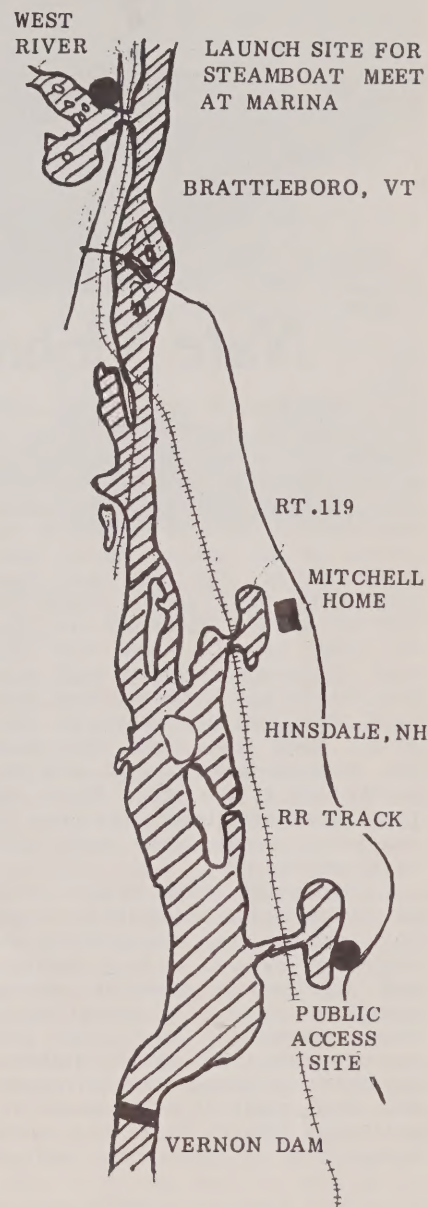
engine room telegraph gauges. A desk barely sufficient to be an "office" fixture.

Dick has written about 60 magazine articles related to steam launches, and International Marine offers his classic book, THE STEAM LAUNCH, for \$39.95 still to aficionados. "I was retired out of the U.S. Navy in 1940 medically just before the big war," Dick explains. By 1944 I was steaming right here on the River, all by myself, the only guy I knew of doing it." He began to write about his experiences in the post-war boating press that had any interest in steam launches, and kept right on writing. And steaming. "You get to be thought of as some kind of expert because you write about a subject," Dick commented. "Hell, I get all kinds of correspondence from all over because of my writing. But, there's guys out there doing things with steam that are a lot more expert than me," he concluded with some modesty.

So this fall weekend, the Mitchells were hosting the last steamboat meet of 1986 in the northeast, and seven enthusiasts (with families and friends) trailered all the way to Brattleboro, VT, for the final fling. The Reitzes and Allens came all the way up from Connecticut; Rollie Evans from the Massachusetts south shore; Carl Kriegeskotte from Mt. Kisco, NY; Everett Smith from Homer, NY. Long distances for a few miles of steaming. But what a place for it. The whole sprawling river/lake to themselves, quiet wooded shorelines, open marshes beckoning with channels wandering off through the grasses. And steam power quietly proceeding along, unhurried, and only occasionally breaking the silence with a few toots on the whistles when someone got the urge. A really nice way to mess about in boats.



From the top: Rounding the point, WAHKEENA leads; PANETELET emerges from the granite tunnel; top view of WAHKEENA; the Allens' AFRICAN STEAM; EUREKA makes a pass by moored OLIVER.



ACCESS ABOVE VERNON DAM

Public access to this attractive and little used section of the Connecticut River is off Rt. 119 in Hinsdale, NH. The river is suitable for paddling, rowing, sailing, motorboating (and steaming too). You can travel upstream about 30 miles before reaching the next upstream dam at Bellows Falls, VT. Best overall information on the ENTIRE Connecticut River is contained in THE COMPLETE BOATING GUIDE TO THE CONNECTICUT RIVER, published by the Connecticut River Watershed Council, 125 Combs Rd., Easthampton, MA 01027, (413) 584-0057. The price is \$9.95, check for possible extra for postage.

Report & Photos by Bob Hicks



Nate Nichols' QUANDARY~DILEMMA

Nate Nichols was past 70, with a lifetime of sailing and racing around Marblehead, MA, in Townies and Rhodes 19's when he got the idea that boats were built back-end-to. He kept looking at the photos of big league racing sailboats heeled over on their beam ends with their gorilla crews all perched on the windward rail like so many seagulls, and saw this sort of teardrop shaped hull with the pointy end forward. Nate figured this just wasn't right, fish aren't made that way, they have the rounded end forward and the pointy end at the back. Those big boats were all tipped way over by the wind because they were built back-end-to.

Nonsense? Nate didn't think so. He collected photos of such goings on in the racing from the magazines devoted to such matters, put together a notebook asking questions about why these things were happening. And why fish weren't made that way. He gathered together his notions and corresponded with people at MIT's Naval Architecture School. While they didn't ignore him or reject his notions

out of hand, they did suggest maybe he try building a prototype to test his ideas.

Well, first came tank testing. Having no tank, Nate tested his scale model hulls off Marblehead Neck behind a motorboat, with a balance beam calibrated to scale, in what he felt were scale waves. One hull against another for drag. That sort of thing. He was encouraged.

What Nate came up with is a boat that looks somewhat like a sailing Boston Whaler superficially. From above, it's a rectangle with a swallow-tail stern, 19' long by 6' wide. From the side it appears to be that "sea sled" sort of outboard craft personified by the Whaler. But underneath, aha! Here is where Nate's notions were brought to bear.

Up front the bottom is a shallow spoon shape, copied after the ultra fast scow sloops of 85 or 90 years ago, boats that are still, today, very fast designs. The broad flat curves of the forward underbody provide great bearing on the water when the boat starts to heel on the wind, and throws the water back forward and out, filling in the "holes" ahead between the wavecrests. Amidships, the bottom does a sort of reverse, it becomes concave leading back to that swallow-tail, a "tunnel hull" from amidships back.

It's a bit like a catamaran with the space in between the hulls filled in. Beating or reaching, the boat heels only a little until the under-water shape becomes that "fish" shape Nate admires, a teardrop if you will, nicely rounded up front with plenty of buoyancy there, feathering back to a point at the tip of the stern.

The two sides are plumb and are the deepest parts of the hull. Nate's idea was that the side would provide the lateral plane when on the wind and heeled. No centerboard or keel would be needed.

Well, time came last spring to bite the bullet and build a full

size prototype. Nate chose the 19'x6' size as an approximation of his Rhodes 19 keelboat he's raced for years. He was going to drop the whole Rhodes rig into his hull, see how it compared with the Rhodes. Construction took about 100 hours, all built from lumberyard framing, sheet rock screw fastenings, marine plywood hull and deck. The sides were built boxed like bridge trusses, then the bottom planking in 3/8" ply was bent onto the connecting frames between the two sides. A huge 12'x4' cockpit resulted, even with side decking in place, one could walk forward of the mast still in the cockpit.

Out of the cellar and over to the Corinthian Y.C. where Nate's a member. Into Marblehead harbor and off for sea trials. I got to go on the second of the fall tryouts. Nate ran two in the spring, then put the rig back into his Rhodes for summer racing. Now racing was done, back went the rig into the new boat, QUANDARY-DILEMMA (depending on whether you're looking at the starboard or port side).

It was a sunny but blustery Tuesday in late September, a cold front had just come through and the northwest wind was blowing 15 to 20 knots, gusting higher, and swinging around about Naugus Head on the Marblehead shore. Out in Salem Sound, the whitecaps were up but the offshore wind made for a flat sea otherwise. Nate had invited along a couple of friends as crew, Bill Lee and Dick Butterworth, both very experienced small boat sailors. Later, afterwards, Nate did say he had some reservations about going out in that wind with his pretty much untried craft, but here was I, the magazine guy, ready to do the story and take the pictures, so it was go for it.

What a roomy boat! Four of us had all kinds of room to move about getting it rigged. We motored out through the still jammed moorings, Nate didn't trust his rudders THAT



Nick at the helm of his creation.



Across the top: Big cockpit for working; flimsy rear stay brace and tiller assembly; happy threesome in a good breeze. Across the bottom: No death grip on the tiller needed; another look at the swallow-tail stern and back stay yoke; this splash came aboard as Dick was sitting FORWARD of the shrouds.

MUCH. Contemplating them silently, neither did I. They were awfully small and shallow, rigged as on a catamaran, twin tillers with a crossbar. So small. It seems the size was governed by how much marine ply Nate had left when the major construction had been completed. The tillers were spindly things too.

And then there was the rigging. All loose and floppy. The aluminum spar rattled in its step, the fore and back stays hung quite slack. Well, the jerry-built A-frame from the twin rear sterns out to the back stay couldn't stand much strain, tightening up the forestay would just spring it up from the rear deck planking. So it was all sort of loose.

We hung on a mooring out at the harbor entrance beyond the boats while Nate raised the main and jib. No reefs. Then it was off on a beat over towards the Beverly shore. The boat accelerated right off and heeled only a bit before settling down and moving. The crew all got on the windward side-deck, but mostly for the good seating position, the hull didn't seem to want to lift much more. Like a catamaran, I guess. We were moving right along quite nicely, pointing about 45 degrees. Oh, yes, we had leeboards down. Nate had discovered in his earlier testing that the lee side didn't get pushed down into the water far enough to give him that lateral plane he thought he'd get.

We eased off onto a beam reach and really began to move. The chop was being smashed flat ahead of

us, the spray flying forward and out. Dick had his foul weather gear on, on a day like this in a Townie or his Marshall 18, he'd be getting wet. Now he wasn't wet at all. Not just yet. Time to come about. Not so good. The boat tends to just stop in the water when it heads up, so Bill and Dick backwinded the jib to push the bow around, and did it pretty fast too. Now on the wind again and Dick took a big splash. How come? He realized he was sitting FORWARD of the shrouds, his weight up there was holding the windward bow down some into the chop. When he moved back behind the shrouds, no more water came aboard.

Nate was grinning away at the helm. His fingers lay loosely on the tiller, it had practically no strain on it at all going to windward. Spindly as the whole rudder setup seemed, it was steering the boat okay with little strain. Good thing. Any serious weather helm would have pulled the whole setup apart.

So we eased off again and reached back into Marblehead harbor, as we came under the lee of Naugus Head, the puffs got fluke in direction, and we were headed a couple of times, but no problem, just a momentary flapping about and then the snap as the sails filled in again. No spinnaker run today. That backstay!

Impressions. My limited sailing experience gave me few comparative examples, but I was impressed with the big "waterbed" ride the boat had over that chop, the stability it offered and the speed, it

was fast feeling. Dick, who raced Townies for years, couldn't get over the room in the boat, the sail handling all easily done in the huge cockpit, the dryness in that wind and chop. Bill liked the way it moved and the ease of sail handling. They were all ready to try a spinnaker run, but that backstay!

Well, Nate is going to refine some things this winter back in the cellar. He's not happy with the way the boat tacks and wants to give it some more leeboard area too. Next year he wants to race it against the Rhodes 19's just to see how it compares with the same sail rigs used. He's not planning to go into production on it, at any subsequent stage. At 75, he's more interested in having fun than in building another business. But, he will be interested in hearing from any builder who might like to take it on. When it's ready.

I mentioned the boat to a couple of naval architect friends. They smiled a bit, mentioned how there's nothing much new anymore, and that any shallow draft boat ought to go right along with enough sail on it. Maybe Nate's got something that's not too bad for an amateur designed and built dreamboat. Making it into a production boat for resale might be another matter. What I guess I liked about all of this was how a man can dream up his own notion of what a small sailboat ought to be, build it in his garage for a thousand bucks or under, in a couple of working weeks, and then go out in a stiff breeze and have a helluva good time sailing it! That I liked a lot.

Husband Knows Winnepesaukee Like The Back Of His Hand

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GRANITE STATE VACATIONER



FOR OVER 60 years Raymond Husband, shown here working on a skiff in his backyard, piloted steamboats and operated barges on Lake Winnepesaukee. He knows the lake as well as anyone. (Photo by Paul M. Dest)

He is an old man who piloted steamboats on Lake Winnepesaukee.

His name is Raymond Husband, and there is probably no other man living today who knows the character of this revered lake better and has navigated more miles of its waters than he.

For over two centuries, Lake Winnepesaukee's size and beauty have beckoned people to its shores and challenged them to sail its waters. And ever since the launching of the BELKNAP - a 96-foot-long steam boat - in 1833, power boats have been navigating the bays, channels and open waters of New Hampshire's largest lake. Moultonborough resident Husband is one of many men who was drawn to the lake and has never left.

For over 60 years, the 85-year-old piloted boats and operated barges on Lake Winnepesaukee while working for marine construction firms. He first started working on old steamboats in 1922, and in following years piloted them and helped build many of the breakwaters found in the lake today.

While sitting in an old wooden lawn chair behind his house located off a small gravel road in Moultonborough, Husband recounts candidly and with humor his early days on Lake Winnepesaukee. Born in a small town in northern

Vermont - Sheldon - in 1901, Husband spent his boyhood working on a dairy farm until he left for greener pastures in 1922. On why he moved from Vermont, Husband recalls with a wry smile while leaning comfortably back in his chair, his hands folded behind his head, 'I got sick of looking at cows all the time. I thought that there must be something else. I had heard of black top roads, so I struck out to see if I could find one.'

Husband found black top and more in Lakeport, N.H., a small town adjacent to Laconia. He also found a 22-mile-long lake with plenty of opportunities to work on the many steamboats that navigated its waters. He got his first job with a marine construction outfit making \$15 a week pumping water out of barges. The barges were used to carry construction equipment around the lake for various dredging and building projects. Husband lived on the tug boat during the week and came ashore on weekends. He says he was given six weeks of work but the job lasted two summer seasons. Back then 'Everything leaked but the tugs,' says Husband with a laugh, so there was always plenty of work to do.

When his work was finished with the first company, he was hired by a marine construction firm in Lee's Mills. The job came complete with a \$3 raise, and there he remained gainfully employed for 15 years, gradually becoming a pilot of the tugs and supervisor of the building of breakwaters. Husband says he liked the life on the old steam boats. He says the food 'was not the best but it kept you alive,' and with 'the old steam engines, if you ran out of fuel, you waited for the wind to blow you to shore. There, you'd collect more firewood and you'd have fuel again.'

When Husband arrived in Lakeport in 1922, all boats still relied on the steam engine to power them across the lake. There were a variety of different sized boats used then and for many purposes. Some were used for delivering mail, others for construction, towing and carrying freight, and still others for pleasure. In the 1920's, the original Mount Washington with its large sidewheel - which made her first trip on the lake in 1872 - was the reigning queen of Lake Winnepesaukee's waters. Furthermore, many smaller private pleasure boats had become commonplace on the lake, numbering over 1,000 after 1900, according to Paul Blaisdell's book 'Three Centuries on Winnepesaukee'. And because of the growing interest of vacationing on the lake, more breakwaters and construction needed to be done.

Husband continued to work marine construction until two years ago. In his years on the lake, he witnessed the movement away from steam to the gasoline and oil engines. In the book 'Steamboats in Motion' by Bruce Heald, Husband can point to pictures of old steam boats and reveal their history and some of the funny stories behind the men who operated them. He tells the story about being out on the lake in a tug 'when a hell of a black cloud came up behind us.' When he warned the pilot about the storm and asked him to head to shore, Husband says the pilot replied 'No way, we were here first.' Husband says they survived the storm but not before it 'shook the hell out of us.'

Husband recounts the burning of the Mount Washington at The Weirs in 1939 as if it was yesterday and the arrival of the Chateaugay in 20 pieces by train from Lake Champlain to Lakeport in 1940, which would become the Mount Washington II. He also knew some of Lake Winnepesaukee's well-known personalities like Captain Leander Lavallee, owner of the Mount Washington from 1922 to 1932.

Husband says he has 'been to every part of the lake that could float a boat' and adds confidently (and with justification) 'I know this lake as well as anyone.' He says the physical appearance of the shoreline as well as the boats out on the water have changed considerably over the last 60 years. In the 1920s 'You'd go down out of Lee's Mills and wouldn't see a light anywhere,' he says before putting a small chunk of chewing tobacco in his mouth. 'Now,

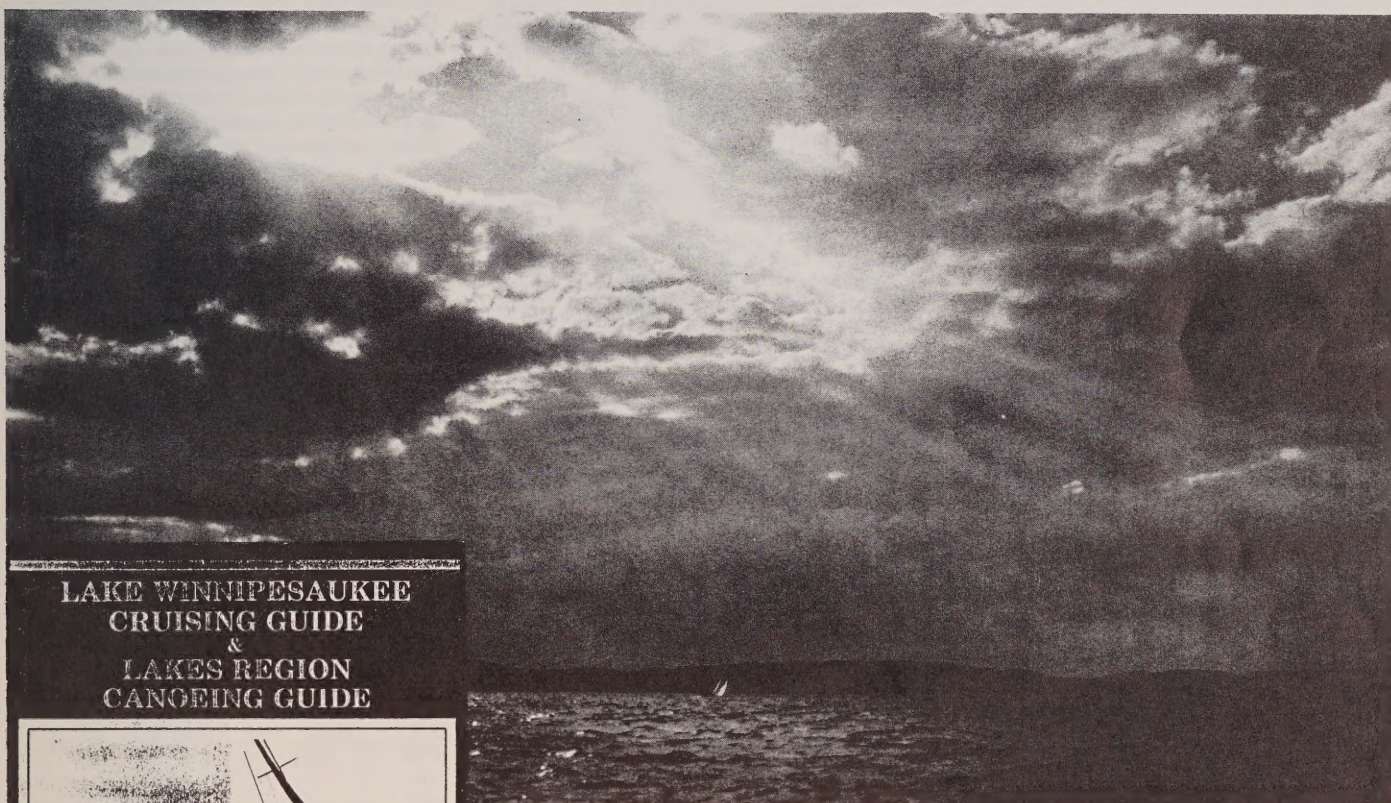
when you come up through there its looks like New York City's Times Square.'

Husband, who shares his life with his wife of 50 years, Violet, insists that he has not retired. He still works on small wooden boats his old employer brings up to his peaceful home, as well as doing work around the house like chopping wood.

Husband says he enjoyed the 60 years of work on Lake Winnepesaukee. 'The days are short when you're doing something you like.' And, he says, the lake 'has a way of getting into your blood.'

But nowadays, Husband enjoys doing the small projects around his house and he hasn't been down to the lake since last summer. 'Christ, if I go down there,' he exclaims, while pointing in the direction of Lake Winnepesaukee, 'They'll want me to do something.'

'The barges were used to carry construction equipment around the lake for various dredging and building projects. Husband lived on the tug boat during the week and came ashore on weekends.'



**LAKE WINNEPESAUKEE
CRUISING GUIDE
&
LAKES REGION
CANOEING GUIDE**



**A COMPREHENSIVE GUIDE TO BOATING
IN THE LAKES REGION
BY DAVID BUCKMAN**

LAKE WINNEPESAUKEE GUIDE

You might not wish to know Lake Winnepesaukee like the back of your hand, but the big lake in central New Hampshire does offer a lot of opportunity for small craft outings and explorations as an alternative to the seacoast. The best source of information I've seen on what one can find to enjoy on the Lake, where it is and how to get to it, is contained in David Buckman's LAKE WINNEPESAUKEE CRUISING GUIDE & LAKES REGION CANOEING GUIDE. This 150 page, 6"x9", soft-cover book is chock-a-block full of everything that the author has learned from years of sailing and

paddling the big lake and nearby streams. Photos supplement detailed descriptions of interesting areas, a table lists all available services, including launching ramp locations. Those of you who paddle canoes (or kayaks) note the second part of the book's title, the last 40 pages of the book are devoted to your interests detailing many streams and smaller lakes and ponds in the Lakes Region. You can order a copy of this useful guide for new adventures in small boating from Eastworks Publications, Gilford, NH 03246. The price is \$9.95 postpaid.

Rotary Cooling in a Kayak

Down here in the Chesapeake Region, heat is a big factor in our paddling. Even with a breeze and a certain amount of spray, we can bake our brains in the 85-90 degree dog's breath that passes for summer weather four or five months of the year. When I started paddling, I would fight off heatstroke by wetting down my hat, trailing my wrists in the water, and the like. It was not very successful, and something better was needed.

That's when I discovered portable rotary cooling. Moulton Avery and I were concerning ourselves with rolling - working on that proverbial bombproof roll - when it became obvious we could use frequent rolling to cool off - thus what I call "rotary cooling".

So, for the past year, we have generally rolled 20-30 times on each day's outing, some at the beginning, periodically throughout, and some at the end of the day. This has been highly successful in regulating body temperature. Along with drinking plenty of water, rolling keeps us comfortable on the hottest days.

The idea of rotary cooling did not stay confined to summer. The Bay water chills quickly in late fall, as the tributary rivers are cooled by autumn weather in the mountains well before the Bay country weather cools off. Conversely, in the spring, the air temperature may rise into the 70s and 80s while the water temperature is struggling to regain 50 degrees. Wetsuits and drysuits can be unwearable in those air temperatures. On the other hand, the water is shockingly cold and definitely life-threatening at 50 degrees.

So we evolved the following rule: DRESS FOR THE WATER TEMPERATURE - ROLL TO KEEP COOL. And that's how we handle it. As recently as early May, I took a Tuesday off and crossed the Bay at Sandy Point. It was a warm day, in the low 80s, but the water temperature was in the upper 50s and I wore my drysuit.

The pattern that day was typical of our jaunts now. By the time I launched, I was pretty uncomfortable. So I paddled off the beach a few hundred yards, rolled over and hung there a few seconds. With no diving hood (first trip of the year without it) the body cooling is fast. A few more rolls and braces, and I was feeling great. About every ten minutes, as heat built up from paddling, I repeated the process.

Of course, all this rolling is great fun in its own right, and we didn't want to stop because of winter. Only this January, however, did we work out the gear we need to continue rolling when little chunks of ice are floating around. By experimentation, rolling and swimming in very cold water and air temperatures, we determined our wetsuits are inadequate - really painful and distracting when the water finds its way into the nether regions of your suit. We went to dry suits, wearing polypro long underwear, pile and/or wool underneath. The dry suits were an instant success, as far as they covered.

We were still left with icicles for extremities. We have found that our feet are fine in good wet suit boots - my "J-Socks", purchased four years ago from Ken Fink, are superb in ice water. The neck and head we have to protect with a good-quality line diving hood. I really believe it would stun you to roll in that water without such head protection. As it is, the exposed part of the face hurts fiercely after two or three consecutive rolls. We have experimented with various skin coatings suggested by whitewater paddlers, but it still hurts.

Our hands have posed the biggest problem. I got by this winter with Playtex gloves over polypro liners, with lined pogies on deck for backup protection. Moulton has tried the Patagonia glove and wrist-seal system, adapted to the sleeve of his dry suit. It works for him. I like to be able to get bare hands on occasion, which is not possible with the Patagonia system. Please pass on your ideas for hand protection; I would like to try other approaches.

Back to the rotary action. You can see that once we adopted our rule of dressing for a cold swim, rather than for the air temperature, we had to tackle the problems of four-season protective clothing. Once we donned the clothing, we were committed to roll frequently, or else cook in our own juices. But rolling all the time has other advantages at least as important to us as rotary cooling. We find that a reliable roll takes continuous practice in open water conditions. Rolling is an unnatural act; the body needs frequent rehearsals to remember its lines. I have rolled hundreds of times this year, yet I still have spells where it feels wrong, and I have to stop right then and spend a few minutes working it out.

Another advantage of all this rolling has been a quantum leap in our enjoyment of rough water and relatively exposed situations. I think we all get scared on occasion in these little craft; more often, I suspect, because of obscure things going on inside us than because of the objective threat. My sure antidote for such feelings is to lay over in a few braces and do some rolling. Confidence is the immediate payoff, and I can start having fun again. Another big advantage accrues when you go into the surf, where knockdowns are normal. Without a reliable roll, I doubt you could enjoy the situation or stay with it long enough to gain the training offered by surf. The one real problem we see is posed by the millions of sea nettles that populate the Bay during at least July, August and September. Then, we are obliged to make the trip to the beach, which is, if the truth be known, our laughin' place.

So, what began for us as a way to stave off heat prostration in summer has become a heavy commitment year-round to frequent rolling on every paddle. We think that we are safer for it, and I know we have fewer misgivings and lots more fun. After all, sea kayaking is a water sport, and it's fun to get wet.

Report by Brian Price from ANorAK



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Granta SEA KAYAKS

Folks around these shores are bigger than in Olde England. As a consequence, the SEA ROVER 17 is now in stock with a longer cockpit. It is 33 inches long and allows even a 6'6" fellow to pull up his knees.

With the same shipment we got some SCANDIA DOUBLE kits. Really nice and with a newly designed, much stronger, cockpit (actually the same as the SEA ROVER). Both models were produced at the request of Hudson Canoe because we are on the bigfish side too.

A new, larger, eskimo type is also in the works. All of this will considerably "broaden" our selection.

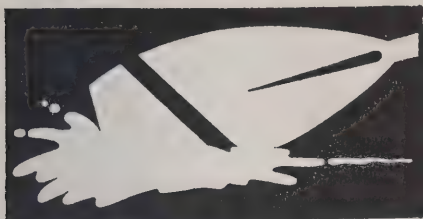
Glass boats come complete with seats, spray-covers and backrests. Foot operated, flip-up rudders are also included.

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SEA ROVER 17 (long cockpit, 33")	17'2"	\$360
SCANDIA DOUBLE (dual 33" cockpits)	17'6"	\$415
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TOURING SINGLE	14'6"	\$720
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LONG COCKPIT DOUBLE	17'1"	\$990

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REGATTA



Connecticut has this Thames River (a name steeped in rowing history in Great Britain) that flows into Long Island Sound at New London. Upstream about a dozen miles lies Norwich, and here The Chelsea Rowing Club holds forth, a rejuvenation of a club from long ago, operating from community waterfront property with sliding seat recreational and racing shells for member use.

On September 14th, the Chelsea Rowing Club hosted the Head of the Thames, a 3.5 mile rowing race open to both racing and recreational shells. It is the ONLY head race so open to recreational shells, and of the 50 boats entered, about half were recreational craft. The event was part of Norwich's Harbor Day Festival, a land and water civic outing that included also raft racing on the river.

The Head course ran upstream, finishing at the Norwich waterfront. It was graced by the presence of Olympic oarsmen Jim Dietz and Bob Reiniger who gave all other racers a target to shoot for. Reiniger and Dietz finished 1-2, of course, in 29:38 and 30:46.

Fastest overall time was set by the Pioneer Valley Rowing Association Lightweight Four with Cox, in 26:39, besting a couple of U.S. Coast Guard Academy crews.

Jack Sauer set the fastest recreational single time in 36:17 in the Recreational Midrange Class. Interestingly enough, Dana Gaines of the Alden Ocean Shell Association was 4th fastest recreational finisher, winning the Recreational Entry Class and beating the best in the Recreational Advanced Class as well!

The wind came up from the north, heading the competitors and making it a tougher than expected event with the chop that developed on the river. The organizers were very pleased at this first ever head type event in which recreational shells were invited to participate. A number of rowing clubs and school crews took part. A particularly enchanting club name that cropped up was that of Recreational Master Class winner, William Folberth. He belongs to the Yale Old Fellows Rowing Club!

Report from Sue Fisher



AND HOW ABOUT THE TIME THE CANOE WAS USED IN A THEFT?

It happened while vacationing at Barnegatt Light, New Jersey. We had been staying across from the famous lighthouse at a motel with the same name. One side of the parking lot had some scrub brush on its border. A narrow beach behind this brush was a good place to leave my canoe when not in use. It was out of sight of cars in the parking lot and hopefully safe. It was, however, not out of sight of boats off the beach heading for Barnegatt inlet. One morning I parted the brush, stepped out on the beach and found my canoe drifting a foot or so from shore.

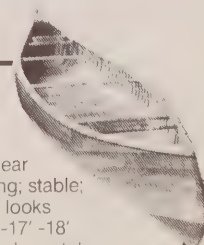
A 16 foot motor boat was on the beach with all the connections hanging off the stern, but without a motor. The police arrived as I surveyed this scene. Evidently a boat had been reported stolen from the Marina a few hundred yards away. The police reconstructed the crime. Evidently someone knew of my canoe in its "hidden spot". They launched the canoe and paddled over to the marina at night,

towed the boat to the beach under cover of darkness and removed the motor. A pickup probably backed up and took the motor into the night. Its lucky the unsecured canoe didn't drift away. I guess the thieves didn't think a canoe was worth stealing. I'm glad the canoe did not have to be impounded as evidence. My sailing and crabbing on the bay would have been cut short.

Report by Carl Erickson

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Handmade by Maurice Picard, Huron Indian. Clear fiberglass covered. Strong; stable; light (49 lbs). Handles & looks beautiful. 13'8" -15' -16' -17' -18' \$829⁰⁰ to \$1,029⁰⁰ Free color catalog 1-800-343-3432 Great Canadian, Water Street, Worcester, MA 01604.

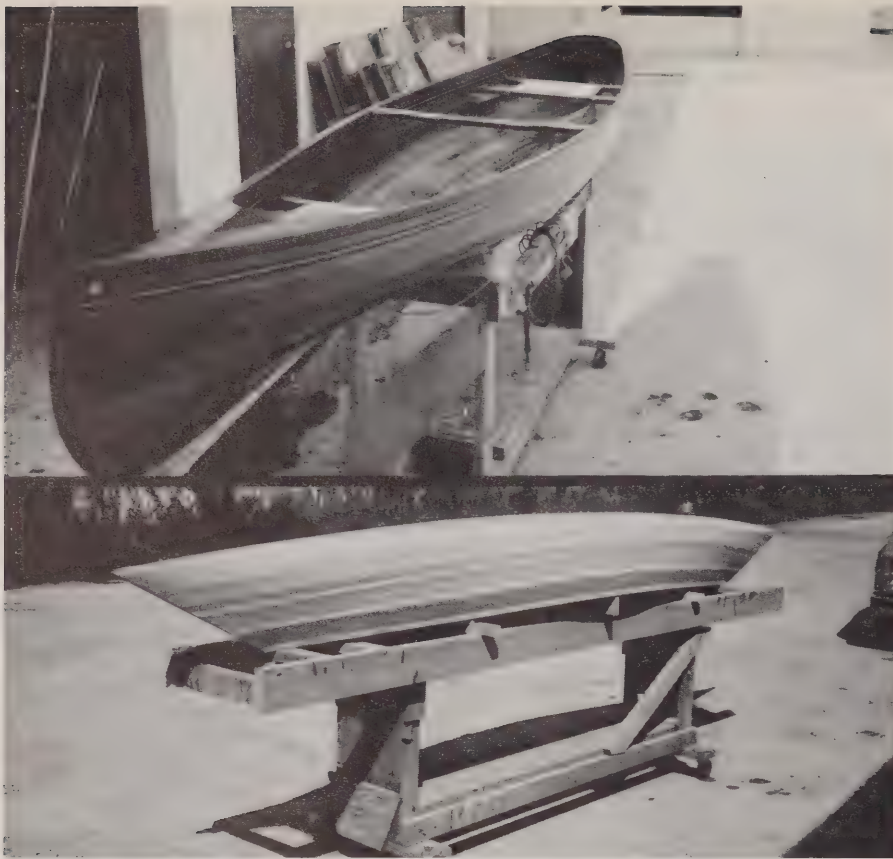


CRUISER @ SALISH

"Just finished my 16' Cruiser (pictured), Alice and I plan to take it to the Florida Panhandle for a couple of weeks of camping and canoeing this fall. Started building a version of a "Salish" canoe. The plans came from Adney's BARK CANOES & SKIN BOATS, but I modified the amount of rocker. It looks odd upside down (pictured) but I hope it will look okay right side up in the water where it really counts. I'm looking forward to seeing how it will paddle.

Recently a man came into my shop to buy a paddle. He was a tri-athlete and not too happy with the canoe he planned to paddle in the event (running, bicycling, paddling). He tried out my 16' solo canoe I patterned after Rushton's Arkansas Traveler over a measured course and found it was three minutes faster than the canoe he planned to use. So I let him use it in the event and he won his division (he is 52). He was very pleased and already we are discussing an even faster design for next year's events."

Mac McCarthy, Feather Canoes, Sarasota, FL.



MADRIGAL's Stern

Almost everyone who sees MADRIGAL says, "Wow! She looks great!" The next words out of their mouth, though, is, "Why is her stern shaped the way it is?"

Well, there is no simple answer. Asking a question like this is sort of like asking why does a Porsche look the way it does and why does a Jaguar look different? There are both aesthetic and functional components to all such design decisions.

Originally I started out to make MADRIGAL as short as possible, preferably under 20 feet (which she is). However, when I drew the hull required for the accommodations we wanted, the stern naturally extended out to about 22

feet (which is about the length of a comparable boat). I tried many ways of finishing off her stern, but the only one that looked really smashing and that did not look like we'd simply chopped the stern short was the tumblehome canoe stern I settled on. So much for the aesthetics.

There are also quite a few functional benefits to a stern like this. Small boats tend to trim markedly down by the stern due to the weight of the crew in the cockpit aft. In larger vessels, the crew is a smaller portion of the weight and this is not such a problem. By shaping and fining her stern as I did, the weight of the stern structure and the position of the cockpit is moved forward. This greatly assists in trim and allowed placing ballast lower and more centralized for better performance.

Of course, canoe sterns, especially those shaped like MADRIGAL's, are superior in a following sea. Steering MADRIGAL downwind with a following sea running is a pleasure.

Finally, MADRIGAL's stern presents a superior shape to the water when she is well-heeled, keeping her helm well balanced even at 35 degrees (we've never been able to get her over much farther). Her wake is very smooth with no turbulence nor fuss at all. Even running off in a strong breeze, at something over hull speed, there is only a smooth trace to show where she's been.

Dave Gerr, Throgs Neck, NY



Amy's Friendship

WOODEN BOAT MAGAZINE has added a sizeable new Friendship Sloop to its model collection, and named it the AMY R. PAYSON, in honor of the wife of Dynamite Payson of instant boat fame. I saw it at the Wooden Boat Show and it did not appear to be of tack-and-tape construction. It's not in the current (Oct.-Nov.) issue catalog but I seem to recall a price of around \$150. It's a big model, about 25" or so long. More details surely from WOODEN BOAT, P.O. Box 78, Brooklin, ME 04616.



And now, the Dover Rowing Tube

George Claiborne of the FM Co., builders of the Dover Clipper Tube sailing yachts for the impecunious yachtsman, has now come out with his latest creation, the Dover Rowing Tube for the serious oarsman of insufficient means to purchase the costly alternatives. George states that the new rowing version is easy, inexpensive, practical, and incidentally, that it works fine. Like the yachting models, the Dover unit fits any large truck inner tube for necessary

buoyancy.

In the photo, Captain Fred of the MILDREDA FLATBUSH has been using the Dover Rowing Tube in his relentless pursuit of MOBY LIPS, the Great White Carp.

For more details, contact George at the FM Co., Box 35, Verbank, NY 12585. (Yes, this is REAL, not a joke. Well, maybe a bit of a joke, but the "boats" are really available for well under \$50 as I recall. ED.)



Abandoned SATISFACTION

Last July 4th, I attended, and subsequently reported on, the Bilgewater Regatta held in Marblehead, MA. Driving home from the September outing with Nate Nichols, I spotted a derelict proa on the beach at the inner end of the harbor. Closer inspection revealed

it to be the abandoned SATISFACTION, the boat that failed to take the win it had been predicted to in the Bilgewater. And so, a loser, it was apparently cast off to find its own harbor of refuge. It looks as if it's been there a while already. And winter comes.

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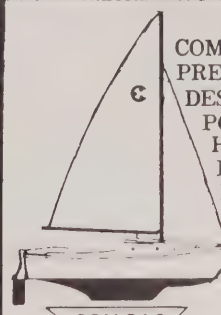
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Scale Model Boat Meet

The Scale Squadron had its last scheduled gathering of the season at the Medfield Swim Pond on September 14th. Thirteen participants brought twenty realistic performers for two hours of fun in sunny, breezy conditions. Local publicity attracted sixty spectators

to enjoy the proceedings.

The event was favored by a strong contingent of first-time participants taking advantage of its invitational character. Frank Chistolini brought an old steam tug and a traditional British trawler from West Springfield, MA. His friend, Len Hutchinson, showed a beautifully built Canadian corvette, steam powered. Duncan Gillespie from Charlestown, MA, came to watch, promised to bring next year his antique Boucher steamer. Al Saffer came down from Peabody, MA, with his scratch-built Coast Guard 44 footer model lashed to the car roof and a contemporary fishing trawler hanging, as if from davits, off the back of his car. Both were large, impressive models which worked beautifully.

Jack Scullins, from Needham, MA, brought a large wishbone rigged schooner yacht which handled the blustery winds handsomely. Gary Shapiro of Medfield ran his Nautilus submarine (design ala Disney) on the surface, accompanied by two other subs. Young Greg Thomson of Medfield had an electric hydro which showed great speed.

Fewer regulars than in the past were in attendance. Dean Jernstrom left his famous PT boat at home but did bring his incomparable lobster boat which always wins attention because of its superb realism. Jon Gifford, who helped to run the meet, brought

his stalwart yacht, NEW BEDFORD, which showed unusual speed for a veteran, and a diving sub, which if not true to scale, does please onlookers greatly.

Bill Full of Woodstock, VT, has completed most of the detailing on his outstanding scratch model of the steam turbine experimental craft, TURBINIA. Bill's model has but three props powered by electricity, instead of nine powered by steam turbine, but the appearance and performance of this exceptional model are worth seeing to believe.

Another eye-catcher was Chic Marmiani's U-505 submarine which cruises the surface menacingly. This reporter's steam turbine yacht, CONSTELLATION, had its usual burner problems, made worse by the windy day, and had to be at anchor for the afternoon.

The youngest participant, Alissa White, was also the only female skipper. She generously offered the controls of her 10" power cruiser to several of the younger spectators who much enjoyed the experience.

Tom Turchon's electric hydro was the fastest boat on hand, it seems to accelerate instantly. He also had the smallest sailboat, a Heron 12, which somehow defied gusts of wind of a 300 mph scale velocity.

Report by Ridge White from the Minuteman Model Yacht Club News

NINA

An elegant and practical beach cruiser quite unlike anything else available. Fitted out as a day sailer or an honest-to-goodness cruiser.

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The view from HARBOR HOBO (right edge) of parade back to town, visible are OCEAN REPORTER II, HAWK, LUCINDA SMITH, MORTON S. BOUCHARD, JR. and BOO CENAC.

The second annual Boston Tugboat Muster and Parade was held August 9 on an afternoon in which the weather conditions started with smokey gray visibility, passed through high scowling clouds and a spit of rain, to an ultimate state of sunny blue skies. The weather, in any case, didn't bother the hundreds of spectators on shore and in boats. They had come to watch the nearly thirty tugs that formed a spectacle in colors, sizes and shapes that is rare in today's industrial machinery.

This year some of the commercial tugs were definitely boats. Billy Lee's OCEAN REPORTER II, out of Rockport, Mass. towed a 17-foot Boston Whaler fitted with a big bitt to take over non-emergency towing jobs from the Coast Guard, and Sea-Tow Services Mass Bay's twin-outboard SEA TOW in the same service wasn't much bigger. But also in the Muster was the MORTON S. BOUCHARD, JR. in from Norfolk, VA and tipping the scales at some one-hundred-plus feet and 4200 hp! (She won awards for farthest from home port, biggest, and strongest.)

Oh, they came in all kinds of color schemes using the traditional reds and blacks and whites, but also greens (dark and light), yellows, oranges, buffs, and even

THE 2ND ANNUAL BOSTON TUG MUSTER & PARADE

some honest-to-god rust. Some were freshly painted, some weren't, but they were a fine sample of tugboats in their most romantic, hard-working manifestations. Custom-made rubber bumpers, old truck tires, dented steel guards, woven hemp bullnoses. Ports of registry ranging from Louisiana to Maine. Flags and bunting and, most of all, loads of extra "crewmen" for the day, from babies to grandmas.

Boatyard tugs like the pretty little ESTUARY QUEEN built by and serving the Wheeler's Point Boatyard on the Annisquam River. Dredge tenders, harbor tugs, coast-wise oil-barge towers like the BOUCHARD. The HAWK from Rhode Island, taking a day off from hauling barges of submarine assemblies from Quonset Point to the main sub

works at Groton. Old but beautifully maintained tugs like the classic DOUGLAS F. Just plain tired tugs (they shall be nameless but respected -- each does a day's work and earns its crew a living).

Sister tugs like the VINCENT D. TIBBETTS JR. (ex-DALEY), H.J. REINAUER (ex-ROWE), and HAROLD A. REINAUER (ex-CABOT) bought by Boston Fuel from Boston Towboat. Also Boston Fuel's MATTHEW TIBBETTS. Another REINAUER, the LEIGH ANN, but this one from the Reinauer fleet of NYC. All five smart in a uniform livery of black, white, red and buff and each taking a holiday from pushing tankers and freighters (although the LEIGH ANN and the HAROLD had to bring the tanker EMPIRE THISTLE down under the Tobin Bridge before they could join the Muster.)

Medium-big tugs like LUCINDA SMITH, TOWMASTER, and SATURN. Smaller tugs like the BIG TOOT and Rhode Island's WM. D. KROPP (voted the best-looking small tug). Also from Rhode Island, the HARBOR HOBO with this writer on-board. The little pushboat SKIPPER with a damaged propeller but still in it all.

The immaculate MANAMET, voted the best-looking tug and deserving it, up from the Cape Cod

Looking back to sea, WM. D. KROPP, ESTUARY QUEEN, SUCCESS, LIDCO and LA ROSE are visible.





Part of the fleet, from left: SEA TOW, BOO CENAC, LUCINDA SMITH, HAWK, FIREFIGHTER (heading home?), SKIPPER (no longer the smallest), MORTON S. BOUCHARD, JR. (the biggest), BOSTON PILOT, GUIDO, VINCENT D. TIBBETTS, JR., TOWMASTER, LEIGH ANN REINAUER, WILLIAM D. KROPP, BIG TOOT, DOUGLAS F.

Canal and representing us all through the U.S. Corps of Engineers. The light-green GUIDO with her irrepressible captain and the Muster's "On-Water Concert Master", Arthur Knowlton. (He set the stage for the power competition by putting the bow of GUIDO -- all fifty feet of her -- against the bow of the big HAROLD A. REINAUER and pushing her backwards. This is, until the HAROLD took her engines out of neutral and used some of their 3000 horsepower!) Last year's covergirl, the LIDCO, was part of it, as was SUCCESS, the chief opponent last year of GUIDO. They were there and more, and everyone had themselves a ball!

The BOSTON PILOT and two fireboats, FIREFIGHTER of the BFD and HOWARD W. FITZPATRICK of Massport, were there. So too was a very large Yacht (the capital Y is

intended -- I mean, it was THAT kind of yacht!) Maybe a 160-feet of high gloss melted-icecream fibreglass, all sloping forwards and backwards as tho' she were doing at least forty knots just tied there to Pier 4. (We must be truthful even if it spoils the yarn -- the EMPRESS SUBARU was tied to the pier in a Mediterranean moor in the AM but she moved out to an anchorage in midstream before the Muster.)

After the opening ceremonies and blessing of the fleet, conveniently broadcast over a PA system and on channel 9, the entire fleet paraded the length of Boston Harbor to Castle Island and return. This trip was a "high" -- imagine tugboats in front and back and on both sides of you, all pushing bow waves through the water and making it lumpy going, some greasy smoke from a stack or two! The

snapping flags in the breeze of passage, the everchanging distances and bearings to other tugs, envious yachts accompanying on the outside edges or hurrying across the harbor to join the parade! Airliners climbing out of Logan, the EMPIRE THISTLE sliding down the channel, the view from the water of the Boston skyscrapers! The fun and views at the turn when you get simultaneous stern, side and bow angles of tugs, all moving, all a few feet from each other! The fireboats out front, spraying the traditional arches outward but also horizontal streams from the hulls. Threatening clouds in the middle but blue sky and white clouds at the end! Wow!

Back off Pier 4, it was time for the boats to show their muscle (and, according to one plaintive voice on channel 9, "to get even

for last year!") So Arthur showed them how, and then the serious nose-to-nose pushing started. The writer counted seventeen contests involving twenty-five tugs! Two of the sisters pushed for a long time before reaching a decision. In a crowd-pleaser, for both were pretty little tugs, HARBOR HOBO was too much for ESTUARY QUEEN. Another crowd-pleaser was a push between the MORTON S. BOUCHARD JR. -- all 4200 hp of her -- with her nose stuck in between two of the lashed-together sister tugs. (As an anonymous voice of the radio said, "If you can break the headline, you win." In the case, four screws and 6000 hp were better than two props and 4200 hp.) The winner of the evenly-matched LAROSE and HAWK contest never became clear. Competition among the medium-sized tugs was especi-

ally spirited, and the orange-and-white LUCINDA SMITH was the clear final winner here. (The radio spoke, "What's your power, Cap?" Back came the quiet, proud answer, "1800 horsepower, GM 16-149, naturally aspirated, with a Kort nozzle.")

Parked on Pier 4 was a large truck towing a very large air compressor. On the truck was the very large polished brass horn from the liner SS UNITED STATES. The idea was to discover whether the horn or the massed horns of the tug fleet were louder. The crowd was warned to stand back lest their ears be damaged, the valve was pressed, and.... Well, it WAS a toot and it WAS respectable -- for a fishing boat! The tugs promptly and collectively hooted it down. The horn mechanics juggled valves and things and tried again. However,

it just was not a UNITED STATES year. (We heard later that the compressor provided plenty of air but not enough pressure...)

Next, each tug was rated for its public popularity by being introduced and the applause noted. Then everyone tied up and open-housed and just-plain visited each other, while the young deckhands tried their hands at throwing lines over bitts, splicing hawsers, heaving-line tossing, and other tugman-like sports. Awards were presented, photographs and paintings of tugs were purchased, the last of the cold drinks was sold, and it was time to go home, sunburnt but happy from a day with the tugs again.

Report & Photos by Hugh Ware

Across the top: EMPRESS SUBARU departs nearby pier; AMERIGO VESPUCCI and U.S.S. CONSTITUTION spars tower over adjacent destroyer U.S.S. CAFFIN YOUNG and the former Nantucket Light Ship; GUIDO (right) pushes HAROLD J. REINAUER around until "Harold" turns on the steam; DOUGLAS F. (left) and SATURN seriously pushing, SATURN won. Across the bottom: The tanker EMPIRE THISTLE departs the harbor; TOWMASTER (left) and BOO CENAC just ahead of us in the parade; ESTUARY QUEEN approaching the pier for spectator approval.



The low, octagonal tower of Sandy Point Light was now nearly opposite, and the buildings and chimneys of the copper smelting works on Arnold's Point rose little more than a mile ahead. Copper was not mined on Aquiday; coal was, however, and of an excellent quality for smelting, producing great heat. So the ore was shipped to the neighborhood of the coal mines.

The wind died away shortly before we reached the point, but we rowed the rest of the way, and landed to examine the great piles of broken slag which sloped in steep banks to the water. Some of the fragments were so handsome that we carried them away for curiosities; they were of various shades of red and deep brown, verging on black, and sometimes veined and clouded like agate.

The sky had been growing more overcast, and now the wind began again, blowing gently from northeast.

"I don't like that," said Joe. "T isn't pleasant weather that comes from that quarter."

"We're well up the bay, though, and if it looks bad, it won't take us long to get home."

Our sail, which had been hanging motionless, was swinging to and fro, as if impatient to be off; we lifted the grapnel aboard and followed it ourselves, laying our course northwest, and thus taking the wind abeam. The breeze freshened, and our speed increased; the hitherto placid expanse was covered with little wavelets, which splashed merrily against the bow.

Joe was steering, and pointed for the old lightboat which was moored some distance to the south of Hog Island, and we passed close to it.

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



"What a queer-looking old concern!" he remarked. "Blunt bow and sharp stern, with an overhang, too."

"Yes, I've heard it's pretty near a hundred years old. Seems good doesn't it, to be going at a decent rate once more," for the wind was now quite strong, and we sped rapidly past the old landmark.

"Yes, this is all very nice, but after we get past Poppasquash it'll be another thing. We'll have to beat up from there, and it's

clouding up more and more. There's a regular northeaster setting in, and it if doesn't begin to rain by noon, I'll miss my guess."

"Like as not you will, then, for the northeaster 'll have to be quicker than most, if it brings wet weather as soon as that. And as for beating up, we can make a long stretch up to Conimicut Point, and fetch Peck's Rocks on the next; that won't be so tedious as a lot of short tacks."

"What'll we call the camp?" inquired Joe, after a pause.

"Camp Pitch-Dark - Camp Run-Aground," I suggested.

But Joe wasn't quite suited, and after a little talk he proposed Camp Chance-Shot, from our unexpected, but fortunat, arrival at the island, to which I agreed. The camp of the night before we had named Camp Oldport. I don't think I told the names of those on the first trip; our night at the oil-works we called Camp Menhaden, after the kind of fish which are used, about the size of a herring, plump and shiny, and rather handsome, but so full of oil that they are scarcely fit to eat. They are also called "moss-bunkers." The second was named Camp Top-sy-turvy, alluding to the shifting of the boat by the tide.

A schooner was coming up the bay; she passed us on the west within a quarter of a mile.

"That looks like the old MIFFLIN," declared Joe, "but she'd be loaded down with coal, coming this

THE LIGHT-BOAT.



way; and this one's high out of the water."

The craft paused when nearly in range with our course - her head being turned to windward till the sails shook slightly, so that her headway nearly ceased.

"She seems to be waiting for us to catch up."

"They're tightening up the sails; that's what she's move to for," said Joe. "See them tugging away at the halyards? Caesar! I believe 'TIS the MIFFLIN!" he added, as we drew nearer.

"Get out the glass," said I; but he was already after it.

"The MIFFLIN, of Pierhaven!" he announced.

"Now if she'll only wait long enough for us to catch up, we'll get a tow through the upper bay!"

The wind was urging us along in good style, and we gained rapidly; soon we could read the name plainly without a glass. The men had belayed the fore-halyards, and were now hauling at the main; the gaff rose till the sail was properly stretched and then the ropes were made fast, and the helm shifted to starboard - the canvas filled, and the schooner began to gather way.

"Hail her, Joe!" I cried, at the same instant that he sent forth a blood-curdling yell.

The steersman looked around.

"That's Cap'n Harris himself," said Joe, "let her rip again."

"MIFFLIN, ahoy!" we both shouted.

Would a hail from such a little craft be disregarded? No; the helm was put a-lee once more; and in another minute we were close by.

"Give us a tow to Pierhaven?" and with the affirmative reply I scrambled forward and tossed up the painter; the end lodged in the yawl hanging at the davits, and was seized and made fast by one of the men. Joe let down our sail, and took a turn around it with the sheet to secure it, while the water began to ripple and swirl past as the schooner's bows fell away from the wind.

"Want to come aboard?" asked the Captain.

We concluded to accept the invitation implied; it would have been easier to do so if the schooner had been lower in the water, so we could have reached the yawl from the TRITON's bows. As it was, we had to climb three or four feet by our painter, which was rather awkward, as it was stretched obliquely by the pull of the skiff. I struggled up first, and then helped Joe.

When under way again, we swept along finely; the schooner was under full sail, and the wind was now strong enough to make her careen somewhat, being unsteadied by cargo. The Captain said there were labor troubles, involving a strike of the coal-heavers at Hoboken; and after waiting a few days, and finding no prospect of speedy

adjustment, he thought best to sail back, and repeat the voyage when things quieted down again.

We looked down at the TRITON, with her bow pulled a foot from the surface, straining away at the painter amid a whirl of foam.

"She never went like that," said Joe.

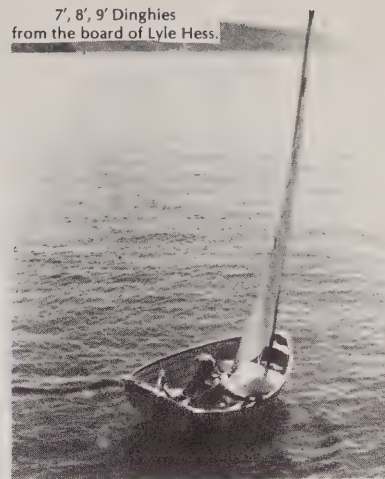
"No; what a press of canvas 't would take to make her go in that style, of her own accord!"

"She'd need two or three tons of lead to make her stand up under it; - and that would make her find the bottom in short order. The TRITON'll have to be content with being the champion exploring skiff, for the present."

When we reached the river we made slower progress, owing to the frequent tacks; but the Captain stretched boldly from side to side, right across the flats, and again and again the water in the wake was deeply discolored by the mud which the MIFFLIN's keel churned up. But he knew how far to venture, and we didn't stick, though Joe and I both were watching for it; then we could have offered the Captain passage up to Pierhaven, in return. As it was the obligation remained entirely on our side, and we expressed our due sense of it to him as we cast off, while he was giving directions about the lowering of the sails, and the MIFFLIN was gliding slowly past our wharf.

To be continued.

7', 8', 9' Dinghies
from the board of Lyle Hess.



Summer 1987



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DURING the past summer we have received so many requests for plans of a small, cheap catboat an amateur might build from that we have decided to get up such plans, and hope they will meet the requirements. It is hard to design one boat to suit all comers, but the majority of requests were for just such a craft. Not only are the plans given with every necessary dimension marked on them to build from, but we have written out the instructions how each piece of wood is cut and fitted to place, with diagrams showing the boat in different stages of construction. Some people may object to the square bilge, but they must remember this boat is to be built by inexperienced hands, and a round-bottomed boat takes considerable skill to frame and plank, whereas, the skipjack is framed entirely of straight pieces of wood. And as regards speed this form is nearly as fast as a round boat, and at the same time much safer, having greater stability or hold on the water.

Skipjack's dimensions are as follows: 19 feet on deck; 15 feet 9 inches on the water line; 7 feet beam; 1 foot draught; 11½ inches least freeboard.

The first thing naturally in building this boat is to buy the wood to build her with, and to aid you in this I have made out a list which tells what the wood is to make, the number of pieces required, what kind of wood it is, and the length, width, and thickness of the pieces as follows:

LIST OF MATERIALS.

Items	Number	Wood	Length	Width	Thickness	
Keel	1	Oak	16' 10"	8"	1"	
Stem	1	Oak	5' 6"	1' 0"	3"	
Transom	1	Oak	5' 9"	1' 4"	1½"	
Mast Step,	2	Oak	4' 0"	6"	1½"	
Deadwood,	1	Pine	5' 0"	1' 0"	1½"	
Deadwood,	1	Pine	6' 0"	4"	¾"	Will cut to make two
Trunk Posts,	1	Oak	2' 0"	8"	1½"	
Trunk Logs,	2	Oak	5' 8"	7"	1½"	
Frames & Floors .	2	Oak	14' 0"	1' 0"	1½"	Ripped every inch and dressed
Beams,	1	Oak	14' 0"	1' 0"	1"	Ripped every inch and dressed
Covering Boards, ..	1	Oak	20' 0"	8"	¾"	
King Plank,	1	Oak	20' 0"	8"	¾"	
Sides,	2	Cedar	20' 0"	1' 0"	¾"	Dressed
Bottom,	6	Cedar	20' 0"	1' 0"	¾"	Dressed



Build a 1901 Skipjack

First in a series from a 1901 book on building a nice simple wooden boat, thanks to reader Dave Asquith. Succeeding installments will follow in upcoming issues.

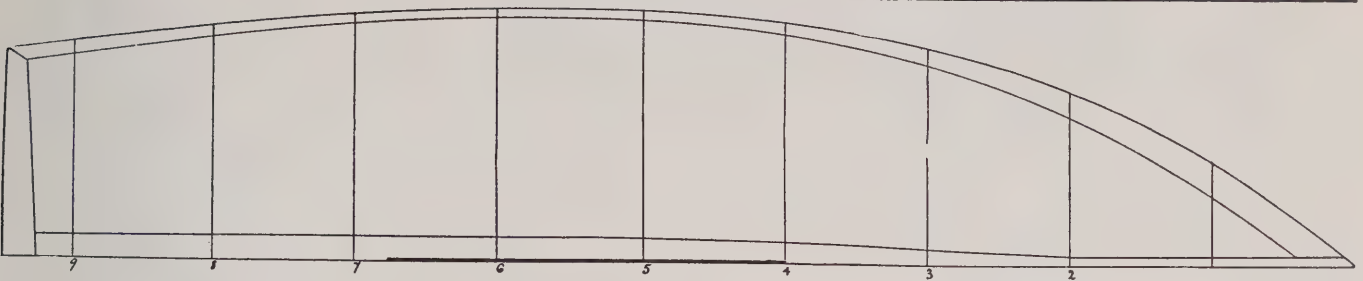
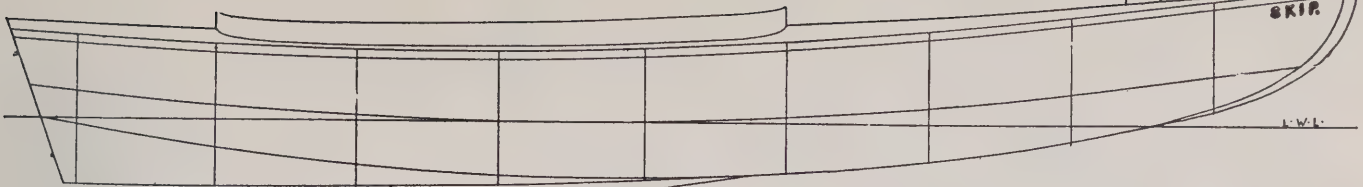
Deck,		Pine	100 s. f.		¾"	Ripped into 1" strips and dressed
Coaming,	1	Oak	25' 0"	6"	¾"	
Moulds, Etc,		Pine	50' 0"		1"	
Knee,	1	Hackmatack	Arms 2'	Long	3"	

Make the keel first. When I say keel a great many people at once imagine a great log that must be hewn to shape; but such is not the case with this boat. By referring to the table you see you have a board 16 feet long, 3 inches wide, and 1 inch thick. The exact length of the keel is to be 15 feet 13⁄8 inches, and you can saw it off at that length. From the end that is to be at the stern measure forward 8 feet 6 inches; that much of the keel will remain as it is, 8 inches wide, but from there forward the rest of the board is to be gradually narrowed in, as shown in the plan with measurements, etc., on plate A, to a width of 3 inches across the forward end. This edge is to remain cut off square, but at the after end the edge is to be beveled in 7⁄8 of an inch on the underside to give the slight rake aft to the transom.

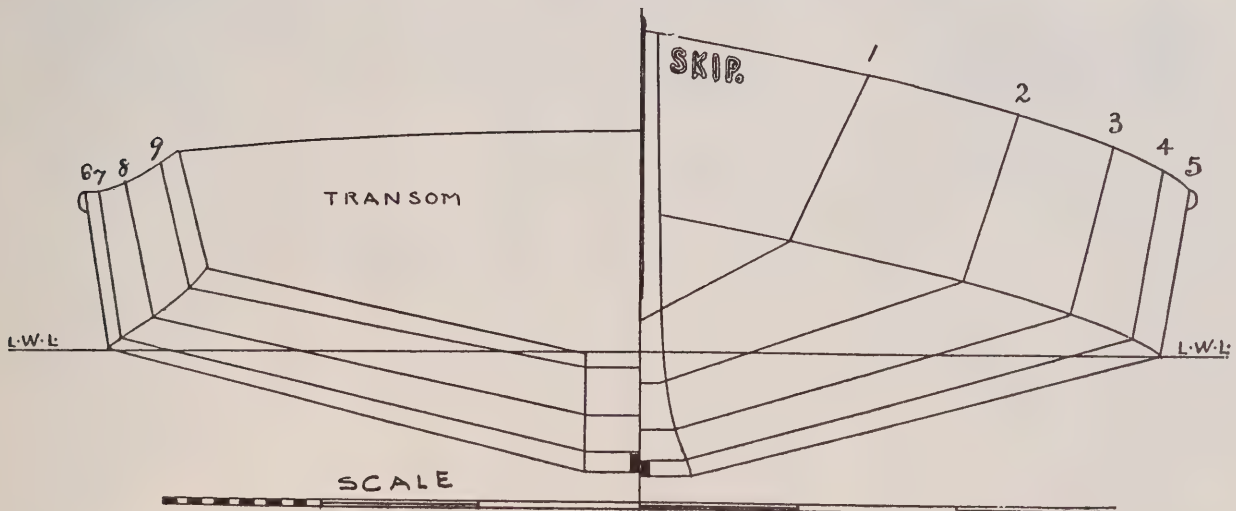
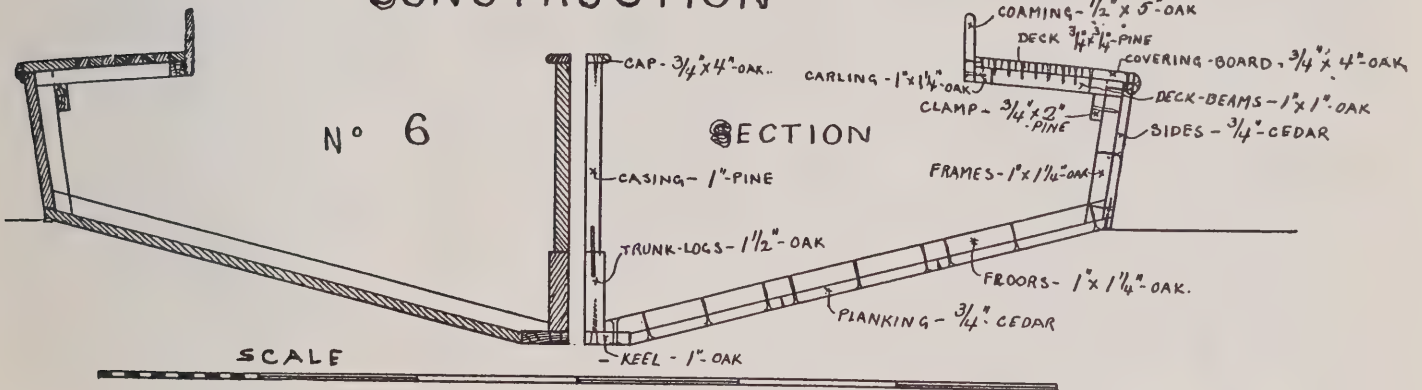
Then cut the centerboard slot 5 feet 6½ inches long by 1¼ inches in width, as shown in plan. Begin the cut by boring a hole with a 1¼-inch bitt at each end, and sawing from one hole to the other, starting the cut, until you can use your rip saw, with a key-hole saw. When the keel is cut to shape and the slot cut for the centerboard, saw out the deadwood, or skeg as it is called, and bolt and nail it fast as shown in plate B, sending the nails through the keel into the deadwood. The forward part will have to be made of two pieces

LINES.

SKIP.



CONSTRUCTION



where it laps over the centerboard slot, and these can be cut from the 4-inch piece of $\frac{3}{4}$ -inch pine, called for under the second heading of deadwood in the previous list.

The stem is the next thing to make, and I may as well tell you now, before you begin, it is the hardest part of the whole boat to make. The rabbet or notch that is cut in it to receive the ends of the planks is

what makes it hard. There is but little to guide the beginner as to how to cut, and the tough oak of which it must be made is hard to work. I have made it as easy as I could by laying out on the plan in plate A the two edges of the rabbet, and have given measurements enough so you can mark them out on your stem, and cut accordingly.

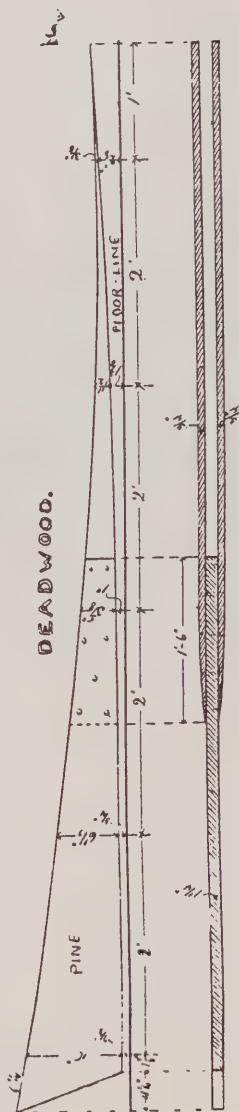
To Be Continued

KEEL.



PLATE-A.

DEADWOOD.



TRANSOM.



DETAIL
DRAWINGS OF
KEEL, STEM, DEADWOOD
AND
TRANSOM FOR CAT-BOAT
SKIP.

DOUBLE-SCALE.

PATTERN FOR STEM.

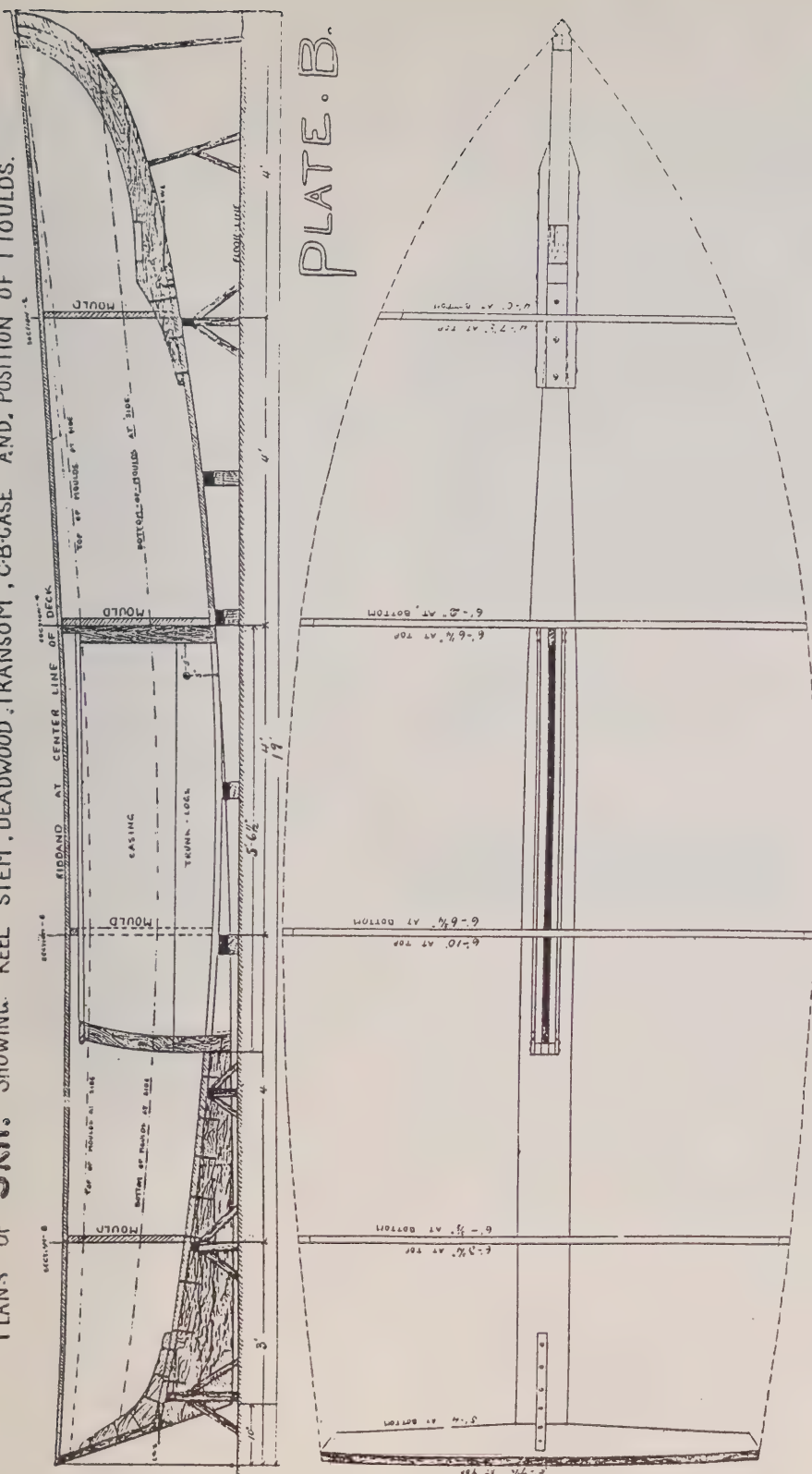
OAK

OAK

KNEE

AT TRANSOM
1 3" THICK

PLANS OF SKIP SHOWING: KEEL, STEM, DEADWOOD, TRANSOM, C-B-CASE AND, POSITION OF MOULDS.



If numbers on these drawings are unclear, try enlarging on a copy machine or using a magnifying glass. They're what we have from original, and should be readable if enlarged when in doubt.

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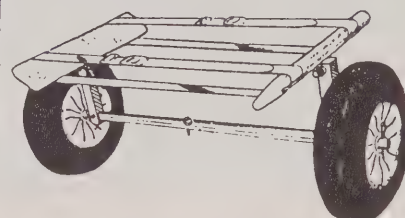
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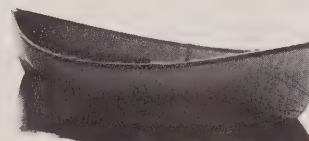
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WHAT'S HAPPENING?



THE ROCKPORT
APPRENTICESHOP

ROCKPORT APRENTICESHOP BOAT-BUILDING COURSE

The Rockport Apprenticeshop in Rockport, ME, is offering a month-long boatbuilding course meeting twice weekly on Tuesday and Thursday evenings, 7-9:30, to eight adult students, first come first served. The sessions run from October 28th through November 20th. Instructor is Apprenticeshop instructor Vern Spinosa. Fee is \$155, with \$45 up front with your application, the balance upon arrival at the first class.

The outline of the course is as follows: Introduction; Lofting; Setting Up; Planking; Framing; Outfitting for Sail; Interior Work; Finishing. The course is aimed at the beginner level, whether or not one possesses basic woodworking skills. To register or obtain further details, contact the Rockport Apprenticeshop, Sea St. Rockport, ME 04856, (207) 236-6071.

CAPE COD FROSTY class association news

FROSTY CLASS GETS ORGANIZED

The Cape Cod Frosty Class met last May to work out the future of the class of tiny sailboats and update rules. With their winter racing season coming on, they now have updated rules and people to run things. Ken Simpson was re-elected Class Secretary, Tom Philbrick and Barry Sturgis will do the newsletter and Tim O'Keefe will be the rules enforcer. You can reach the Cape Cod Frosty Association at P.O. Box 599, Harwich, MA 02645.

The racing schedule coming up is as follows:

NOVEMBER 2: Chester Crosby Yard, Osterville, MA.

NOVEMBER 16: Allen Harbor

NOVEMBER 23: Hyannis Yacht Club, Hyannis, MA.

DECEMBER 7: The Dockside, Hyannis, MA.

DECEMBER 14: Snowdon's, Dennis, MA.

JANUARY 1: Meeting House Pond, Orleans, MA.

MAINE MARITIME MUSEUM



MAINE MARITIME MUSEUM WINTER CLASSES

The Apprenticeshop at the Maine Maritime Museum in Bath, Me, has scheduled a series of ten evening workshops on various traditional boat building and maintenance skills to run from mid-October through mid-April of 1987. All but one are in two three-hour sessions on weekday evenings. Seven are at the Percy & Small Shipyard in Bath, three others are at the instructors' facilities.

The tentative schedule is as follows:

NOVEMBER 11-12: Half Hull Model Building.

DECEMBER 3-4: Taking Lines with Dave Dillion.

JANUARY 6: Efficient Use of Hand Tools with Sam and Susan Manning.

JANUARY 27-28: Strip Planking with Dick Pulsifer (at his shop in Brunswick, ME).

FEBRUARY 4-5: Recanvassing Your Wooden Canoe with Rollin Thurlow.

FEBRUARY 18-19: Sail Repair & Maintenance with Nat Wilson (at his loft in East Boothbay, ME).

MARCH 11-12: Caulking with John Maritato.

APRIL 1-2: Painting & Finishing with Paul Bryant (at his Riverside Boatyard).

APRIL 22-23: Oarmaking with John Burke.

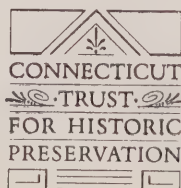
Sessions run 7-10 p.m. evenings. Fee per workshop is \$35 (non-members of MMM). For \$300 you can do the whole thing. For more details and registration information, call Maine Maritime Museum at (207) 443-1316.

Maritime Preservation:

*Accommodating Growth and Development
in Historic Waterfront Communities*

MARITIME PRESERVATION CONFERENCE

Mystic Seaport Museum and the Connecticut Trust for Historic Preservation are hosting a conference on November 14th at the Seamen's Inn at the Seaport addressing the subject, "Accommodating Growth and Development in Historic Waterfront Communities." Anyone with an interest, professional or amateur, in the future of our waterfronts should find this of interest. Attendance will be limited to 125 persons. Fee after November 1st (when you get to see this) is \$90, covering the lectures, program materials, luncheon and refreshments. Discounts are offered to Seaport members, Connecticut Trust for Historic Preservation members and full-time students. For information or a registration form, contact the Connecticut Trust for Historic Preservation, 152 Temple St., Suite 401, New Haven, CT 06510-9977, or phone at (203) 562-6312.



RC MODEL YACHT RACING CALENDAR

Radio controlled model yacht racing winds up its 1986 season with the following events:

NOVEMBER 1: Eastern Division Championships, 10R Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

NOVEMBER 9: Veterans Day 4-Hour Enduro, Any Boat, Needham, MA, Jack Sullivan, (617) 668-7163.

NOVEMBER 15: Jive Turkey, Any Boat, Central Park, NY, Madeline Tucker, (212) 874-0656

WHAT IS A BOAT?

A simple appearing question that, nevertheless, arouses controversy when things like sailboards and inner-tube yachts turn up. Dave Kavner, paddler and paddle builder, suggests that, "a boat is what floats and floating is boating". He said he was being big in spirit in this. But then, what about iceboats?



EASTHAMPTON MUSEUM NOVEMBER COURSES

Redjeb Jordania sends on the following list of courses being offered at the Boat Shop of the Easthampton (NY) Maritime Museum in Easthampton, NY:

NOVEMBER 8-9: Care and Repair of Wooden Boats, two full days (9 a.m. to 4 p.m.) on the subject. Fee is \$65.

NOVEMBER 15-16: Lofting, a similar full weekend devoted to this subject. You can suggest your own craft for your lofting practice if you contact Redjeb before November 1st. Fee is \$65.

NOVEMBER 22-23: Methods in Wooden Boatbuilding, the third full two day weekend, this one on a variety of basic techniques used in wooden boatbuilding. Fee is \$65.

For more details or registration, contact Redjeb Jordania, The Boat Shop, East Hampton Maritime Museum, 101 Main st., Easthampton, NY 11937, (516) 324-6393.



MYSTIC SEAPORT MUSEUM

WEEKEND BOATBUILDING COURSES

Mystic Seaport Museum is offering instruction in basic boatbuilding on fall weekends through December 14th as an alternative to the winter evening classes for those living too far away to commute to the latter. The intensive three-day weekend courses provide 24 hours of shop time covering basics; laying down lines, cutting stem rabbets, lining out planks, spiling, beveling, hanging plank- ing, steam bending, installing stopwaters, caulking, riveting, spar making, etc. The fee is \$110 (discount to Museum members). Registration information is available from the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355, (203) 572-0711, ext. 328.

AMERICA'S CUP HIGHLIGHTS

Mystic Seaport Museum opens a new exhibit on November 1st featuring a comprehensive biography of the schooner AMERICA that launched the America's Cup tradition 135 years ago, and a follow-up history of the Cup's defense from the 1890's through the 1983 upset. Many photos and artifacts from the New York Yacht Club will supplement the superb photos of Stanley and Morris Rosenfeld. Color video of recent matches of the last 30 years further supplement the exhibit. Bits of the original AMERICA, all that remain after a storage shed collapsed on her late in the 1920's when she was undergoing restoration will be displayed. This exhibit will run through March, 1987, in the Schaefer Building, viewable as part of the regular Museum displays. Winter hours at Mystic Seaport Museum are 9 a.m. to 4 p.m. every day except Christmas Day.

OUTDOOR SPORTS CENTER

OUTDOOR SPORT CENTER

The Outdoor Sport Center of Wilton, CT, closes out its fall schedule of trips and training sessions with the following dates:

NOVEMBER 2: New York Harbor as on OCTOBER 26.

NOVEMBER 28-30: Chesapeake Bay Thanksgiving Weekend, 3 days, 2 nights camping, \$125 fee.

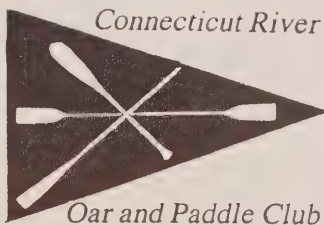
Looking ahead into winter, they have several major outings planned for faraway places:

DECEMBER 27-JANUARY 3: Florida Everglades trip, three days exploring the Everglades, three more in the Florida Keys.

JANUARY 5-11: Florida Keys trip, wilderness camping on the outer keys, paddle Klepper folding kayaks.

FEBRUARY 21-MARCH 7 and MARCH 14-22: Belize trip, sailing and paddling the protected waters of the world's second longest barrier reef in Klepper folding kayaks.

For further details contact the Outdoor Sports Center at (203) 762-8324, or write to them at 80 Danbury Rd., Wilton, CT 06897.

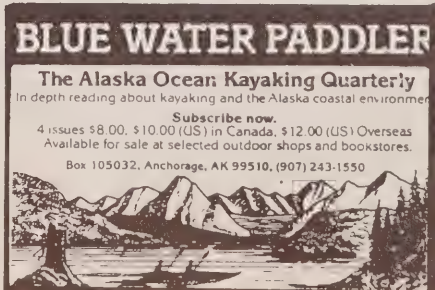


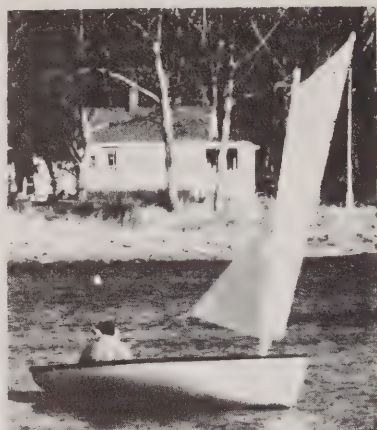
The Connecticut River Oar & Paddle Club wraps up its busy 1986 season with the following events:

NOVEMBER 16: Final cruise of the year, leaving from Deep River docks at 11 a.m. for a 6 mile cruise to the boatyard in Old Saybrook.

NOVEMBER 22: Winter prep work at the yard, haul and cover dory, haul out docks, stow shell and gear, etc. starting at 10 a.m.

For information on joining the Connecticut River Oar & Paddle Club, or participating in its events, write to CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, or call at (203) 388-2343 during business hours.





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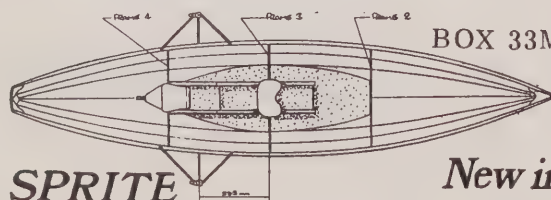
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Registry of Projects

This once a month column is intended to develop and encourage direct contact between readers engaged in similar boatbuilding and restoration projects, or contemplating such. Those listed have volunteered to respond to inquiries from readers concerning their respective projects. If you wish to be included on the list, send us the details on your projects.

STRIPPER CANOE

Bob Humble, 50N Bergen Pl.
3B, Freeport, NY 11520, is building a stripper canoe from plans purchased from CANOE magazine. As of October 1st, the hull was off the molds, glassed inside and out, and ready for finishing out the interior.

OARMASTERS IN AN OLDER SHELL

The Connecticut River Oar and Paddle Club has an old four-man racing shell in rough shape that they are considering modifying by fitting it out with Oarmasters to make a coxed quad. They are not concerned about the additional weight involved. Anyone who might be helpful on this should contact John Stratton, CROPC, 18 Riverside Ave., Old Saybrook, CT 06475.

SNOWSHOE CANOE

Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635.

BOBCAT CATBOAT

Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178 eves.

Harold Downing, 2993 Montavesta Rd., Lexington, KY 40502.

NUTSHELL PRAM

Ralph Kimball, 55 Maple St., Paxton, MA 01612.

Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291.

GYPSY

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

NEWPORT 27 SLOOP

Gregory Pike, 110 Dudley St., Manchester, NH 03103.

CAPE COD FROSTY

VITA DINGHY

CLARK CRAFT PRAM

John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759.

WISCASSET DINGHY

Tom Doane & Mark Silverman, 9 Farley Ave., Ipswich, MA 01938.

GLEN L 15 SLOOP

David Wilde, Karmre-Choling, Barnet, VT 05821

BRICK

TEAL

GLOUCESTER GULL

Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806.

DIABLO

Carl Atwood, 1032 Pleasant St., Bridgewater, MA 02324.

CAPE COD FROSTY

BOLGER NYMPH

Frank Kahr, 6 Karen Dr., Barrington, RI 02806, (401) 247-1806.

BIRCHBARK CANOE

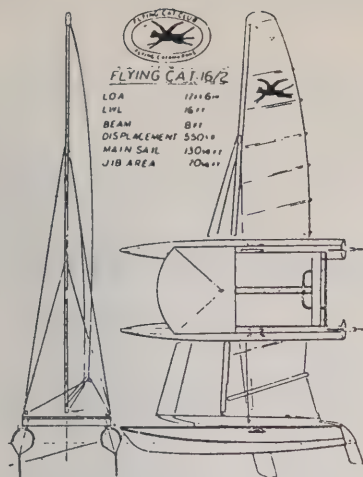
Stan Benedict, 62 Henry St., Norwich, NY 13815, desires information on building such a craft.

COLD MOLD SHEATHING

Al Butler, 17 Cononchet Tr., E. Greenwich, RI 02818, is undertaking to sheath his 26' carvel schooner using 1/8" cedar and WEST System (tm) epoxy.

DIRECTORY HELPED

David Wilde of Barnet, VT, who is listed as working on a Glen L 15 sloop reports that as a result of this directory, he has received useful advice from another builder of the same boat. So, the Directory is being used to advantage.



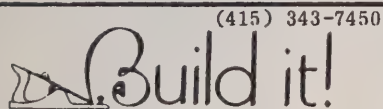
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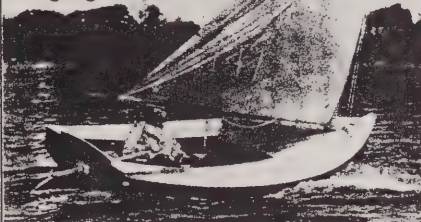


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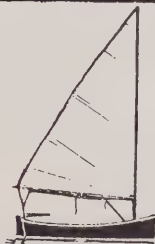
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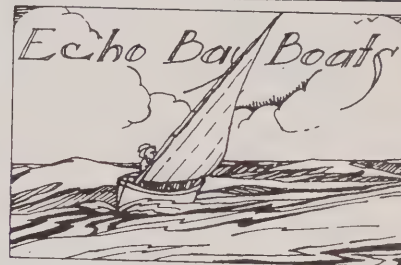
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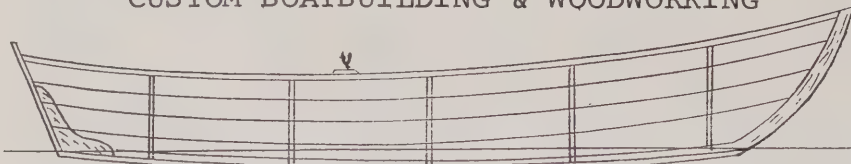
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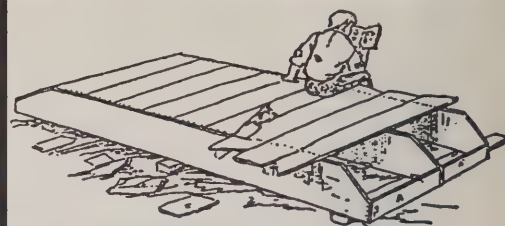
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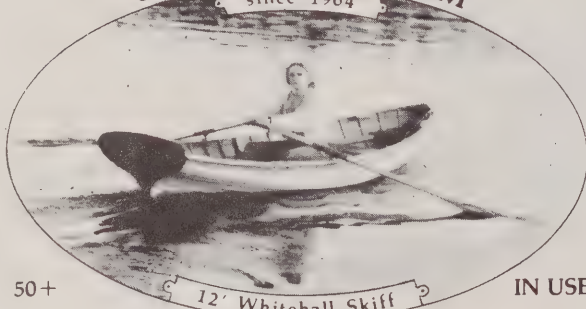


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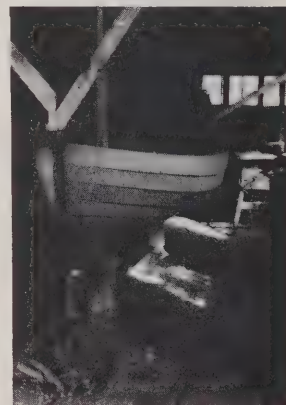
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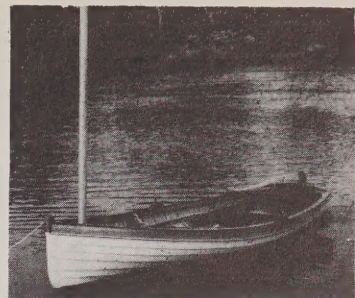
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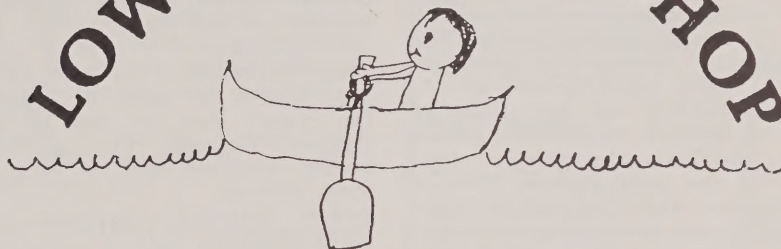
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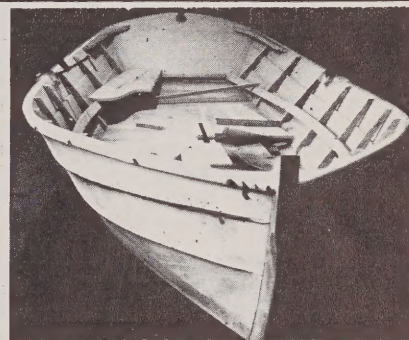
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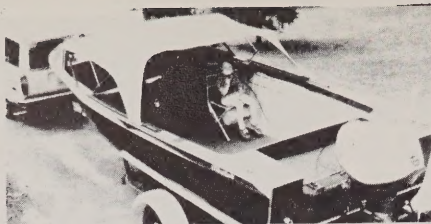
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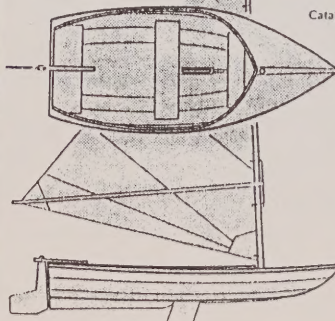
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